

P A P E R S

RELATING TO

EAST INDIA AFFAIRS:

VIZ.

No. 1.—EXPOSITION of the State of the Company's FINANCES at Home, and Abroad:—Submitted to the Honourable Committee of The House of Commons, appointed to take into Consideration, the Affairs of the East India Company:—Dated 1st April 1808.

No. 2.—SUPPLEMENT to the Exposition of the State of the Company's Finances; dated 1st April 1808.

East India House, }
the 22d May 1810. }

W. RAMSAY, Sec.

Ordered, by The House of Commons, to be printed, 22d May 1810.

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1. **T**HE pecuniary embarrassments of the Company, at home, began to be seriously felt, in the course of the year 1805-6; and the causes of them, can be distinctly traced. In the course of the year 1802, upon the Peace of Amiens, a plan, which is detailed in the Indian Budget of March 1803, was adopted for the liquidation of the Indian Debt. One part of that plan was to increase the annual disposable Surplus arising from all the Company's Receipts, territorial and commercial, abroad and at home, by new retrenchments in the Expenditure, and by additional profits to accrue from augmented Investments to and from India and China. In pursuance of this principle, the Exports to those countries were considerably increased both in goods and bullion, in the years 1803 and 1804; but the War which had been commenced in Hindoostan against the Mahrattas in 1803, absorbed a large part of those supplies, particularly the bullion. The same cause had materially affected the credit of the Company's paper in India; the provision of the extraordinary supplies required for carrying on the War became more difficult and expensive, and particularly the procuring of money at the subordinate Presidencies for bills on Bengal was attended with a very heavy loss to the Company. Impelled by these considerations, the Court of Directors, when Lord Cornwallis went out in 1805, still continued their utmost efforts to maintain the supplies to India and China upon the scale of the two preceding years, having not only in view the relief of the Finances abroad, and the reduction of financial expence, but the hope of a speedy termination of hostilities; and thence early returns proportioned to the supplies which had been sent abroad. Thus, from the 1st of March 1803 to the 1st of March 1806, the amount of those supplies exceeded the amount sent in the three years immediately preceding

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preceding in the sum of £.2,712,526.; but this was not all. The Company's Receipts for Sales of Goods from 1st March 1803 to the 1st March 1806, fell short of the Receipts in the three years immediately preceding, in no less a sum than £.3,268,671. This was partly owing to the diminished supplies of Investment from India on account of the War there, and partly to the reduction of the prices of Indian goods in the home market, the consequence of the state of Europe, and by very large Importations to London through the medium of British private Merchants. It is true, that in the same period of three years, from March 1803 to March 1806, the Bills of Exchange drawn on the Company from abroad were considerably less than in the three years preceding; but on a comparison of Receipts and Payments from March 1803 to March 1806, with those of the three years immediately preceding, the result stands thus:

Receipts, on account of Investments, of Charges on Private Trade, and of	£.
Interest on Annuities, less from 1803 to 1806 - - - - -	3,368,282
Payments, for Exports in Goods and Bullion, for Customs, Freight, Bills of	
Exchange, Officers Pay, and Dividends; more - - - - -	1,091,416

Total difference against the latter period - - - £.4,459,698

The particulars of these sums will appear in the Account herewith submitted,
No. 1.

No. 1.

The Estimate laid before Parliament on the 18th July 1807, of the Company's Receipts and Disbursements for 1807-8, shewed a deficit of £.2,213,796. It was in consideration of the state of things exhibited by this Account, that the Company were last year empowered by Law to increase their Bonded Debt two Millions beyond the former limit. As it must be satisfactory to the Committee to know what were the real Receipts and Payments of the year 1807-8, they are stated in the accompanying Account No. 2, in which likewise, for the further satisfaction of the Committee, a comparison is made between the *Estimated* and the *Real* Receipts and Payments of that year, shewing the excess or deficiency of the Estimate, and the manner in which the actual deficit of assets was supplied by means of extending the issue of Company's Bonds, and by other aids.

No. 2.

No. 3.

The Account No. 3, next to be mentioned, is that which has more immediately occasioned an application from the Court of Directors to His Majesty's Government, and in consequence, a reference of the state of the Company's Affairs to the consideration of this Committee. It is an Estimate of the Receipts and Payments of the Company from the 1st of March 1808, to the 1st of March 1809, in which, after taking credit for the Bonds yet remaining to be issued, conformably to the extended power given by the Act of last year, the deficit appears to be £.2,433,185. Credit is taken in this Account for Receipts on account of Sales in 1808-9, to the amount of only £.4,932,146. To shew with what propriety this low sum is assumed, the Subsidiary Account (D) is submitted.

No. (D.)

It exhibits the *estimated* amount of Sales for the year 1807-8, with the *actual* amount of Sales in that year, and this again compared with the Estimate of Sales now in question for the year 1808-9, distinguishing in both years the goods for home consumption and for exportation. It will in general have appeared from the documents already referred to, particularly the Statement No. 1. that the deficiencies in the Company's home Funds, for some past years, have arisen from exporting and paying more on account of India and China, than has been received in the same period from the Investments returned by those countries, after deducting the necessary charges on them. The urgent causes which led to large exports of goods and bullion for several years have been already explained. The export of bullion, however, ceased with the year 1805-6, but on account of the obstructions raised on the Continent of Europe to the diffusion of the productions of this country there, and the many and urgent representations made by Manufacturers, particularly in the great branch of woollens, of the stagnation in their trade, the Company, who have long made it a rule to promote to the utmost of their power the exportation of the staples of the Mother Country, although it is well known that since the commencement of the war in 1793, they have in general lost by them, and might often have sent out Bullion to more advantage, were unwilling, unless compelled by the last necessity, to reduce their provision of those articles; and as the woollens, which constitute a very large proportion

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proportion of their Exports, are sent chiefly to China, the returns from whence are more adequate and come to a better market, no considerable reduction could have been made in the export of those woollens, or of specie instead of them, without deranging the usual scale of the returns, and this must have produced other inconveniences in respect to the Shipping which the Company are engaged to employ, and to the state of the Tea Trade at home. As another consequence of this unexampled time, extraordinary supplies of Troops, of Military and Naval Stores, have been sent in the last two years, and must be further provided for India, and for their conveyance an additional quantity of Shipping, far beyond what the investment of the Company outward and homeward requires, has been and must necessarily be employed. Other political charges payable in England, particularly to Military Officers retired and on furlough, have also increased. Moreover, Bills of Exchange to a very large amount have been drawn on the Company from India and China, either in liquidation of Indian debt, or for the supply of the Canton Treasury with bullion; and it is unnecessary to say, that for the payment of these Bills, provision must be made. The freight, customs, and other charges incident to the goods brought home, are in like manner articles of unavoidable obligation, and must be defrayed from the produce of the sales. All these concurring circumstances of a failure in the usual sources of Income on the one hand, and of large Outgoings, commercial and political, ordinary and extraordinary, on the other, have naturally and necessarily continued to embarrass the home Finances of the Company, and to present an alarming prospect for the year 1808-9. But it is more particularly in the diminished receipts from India and China, especially the former, that the recent embarrassments are chiefly to be looked for, and the increased deficit in the years 1807-8 and 1808-9 are distinctly to be referred to this cause.

By the Account (B.) hereafter to be described, it will be seen that the sale amount of Indian Goods, which in 1798-9 stood at - - - £. 4,667,295
and in 1805-6 was reduced to - - - 2,254,899
in 1806-7 fell to - - - 1,472,074
in 1807-8 per Account (C.) was - - - 1,309,080
and in 1808-9 per - D° - is - - - 1,191,213

No. (B.)

No. (C.)

The causes of these progressive diminutions in the sales must be too well understood to require any particular explanation. The sales of the China Investment, which are almost entirely for home consumption, have continued without any very material variation since the year 1798-9, although the factory at Canton is at this time considerably indebted to the Company for the excess of the supplies it has received in some late years, above its returns to Europe, as will be shewn hereafter.

As therefore the payments for Exports, Bills of Exchange, and other unavoidable outgoings, have continued in the two last years nearly at the standard of the three preceding years, and the Receipts have fallen far below the standard, the cause of deficit both in the past and present year becomes at once apparent. This however will be better illustrated by the second part of the Account No. 1. in which the Comparison made between the period from March 1803 to March 1806, with the period from March 1800 to March 1803, is carried on in the same manner from March 1806 to March 1808.

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By comparing the Receipts and Payments in these two years, with the average Receipts and Payments of two years in the three from 1800 to 1803, they will stand thus:

Receipts less - - - - -	£. 3,378,850
Payments less, to be deducted - - - - -	171,385
Comparative diminution in the years 1806-7 and 1807-8 - - -	£. 3,207,465
To which add the diminution as above stated, from 1803 to 1806 - - -	4,459,698
Total comparative Diminution of Home Funds on account of India and China, in five years to 1st March 1808 - - -	£. 7,667,163

In this Account No. 1, it will be observed that the Receipts from

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March 1803 to March 1808, are - - - - -	£. 28,885,542
And the Payments - - - - -	36,319,397
Excess of Payments - - - - -	£. 7,433,855

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It may therefore naturally be an object of enquiry by what means the Company were enabled to make up so large a sum, and the subsidiary Account (A.) is intended to afford the requisite explanation on this head; more particularly to illustrate the decrease both in the amount of sales of the Company's Indian goods, and in the amount and the rate of profits on them in the last five years, the subsidiary Account (B.) already noticed, which begins with the year 1798-9 and ends with 1806-7 is produced. It contains also a view of the Sales and Profits of China goods which will be found not to have fallen off.

The large sum in which, as will be collected from the Account, No. 1., India and China have become indebted to the home concern in the course of the last few years, and of which a more particular view will be given in the sequel, may, in consequence of the intended retrenchments in India, be expected to be in a considerable degree repaid at no distant period. But in the meantime, the Company have a great amount of property more within their reach. The unsold goods at present in their warehouses in London, and with much certainty expected in the course of the season, valued at the prime cost, amount, according to the enclosed Account, No. 4, to £.7,148,440. and valued at the selling prices moderately estimated, amount to £.13,086,305. To enable the Committee to compare the amount of goods on hand at this period, with the amount on hand in former years, as far back as the year 1798-9, the subsidiary Account (E.) is exhibited. It will be found on examining this Account, that the amount of goods now on hand, is, in an absolute sense unusually large, and also that in a comparative sense it is in still a larger proportion, because it is formed from importations inferior to those of preceding years, with the remains of which the comparison is to be made. The article of Tea, which constitutes so considerable a part of the stock of goods on hand, is sure of a sale, because it is chiefly used for home consumption.

To these more immediate resources the Court of Directors think themselves entitled to add the large, and as they conceive, most equitable claim which the Company still have upon Government, for the various expenditures made on account of the Public, in the East Indies; the account of which is now referred to this Honourable Committee. As a separate representation on this subject will be addressed to the Committee, it shall not here be enlarged upon; but the Court feel themselves warranted to expect, that the confidence of the Company in the liberality of Government, and their promptitude to embark in the Public Service, without exact stipulations for the repayment of their disbursements, should not prejudice them in the settlement of their accounts; and that even what, in a more flourishing state of their affairs, they might have been willing to sacrifice to the Public Service, will not be exacted from them under the pressures with which they have to struggle; but that, as the present Committee are called to consider generally of their affairs, and have unrestricted powers for that end, so they will feel themselves at liberty to award to the Company, for their demands on Government, whatever sum the justice of the case, rendered more indispensable by the present exigent situation of the Company, shall be found to require.

It is not to be denied, that if the want of sales should continue through another year, that is the year 1809-10, the pressure upon the Company's home finances will also continue; and for making good whatever the available resources of the Company, including the amount to be received by them in liquidation of the debt of Government, may not supply both for the current year, according to the account No. 3.; and for the year 1809-10, undoubtedly the Company will require aid. The amount of goods on hand, or expected in the course of the season, per Account No. 4, and which amount, probably, will not be less at any future period, except in the case of more current sales, which change would of itself go far to remove the existing difficulties, may, if security should be required for the loan, form a near and tangible security; but the repayment can be made only gradually, and in such proportions as not to interrupt the necessary currency of the Company's affairs. It is to be remembered that, if even the pressure now felt should extend beyond the present year, the large arrears in which India and China are indebted to the home concern may gradually be expected to flow in, and if not immediately to increase the sales, which may also happen, at least to increase the mass of security at home. It is farther to be recollected, that the China trade, which is the most solid source of commercial profit to the Company, remains, and is likely to continue entire.

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From this source chiefly the Company have been enabled to pay the Dividends on their Stock, regulated by the Act of 1793, and have still the prospect of deriving from it sufficient funds for that purpose. The embarrassments which the Company now suffer, although immediately aggravated by the obstructions to the national commerce, have in fact their origin, as may be clearly seen from the Account No. 1. and another Account to be afterwards stated, in political causes. It would be unjust and impolitic, with every fluctuation arising from such causes, to alter the rate of Dividend on the Stock. It would have the worst effect upon the credit and affairs of the Company, and would in particular be unfair to the Stockholders, who come in upon the faith of a Dividend settled by Parliament, and derive no advantage from all the immense concerns which the Company manage, but common interest for their money. The Court of Directors therefore earnestly deprecate the idea of any alteration in the Dividend, if any such suggestion should be made.

2. With respect to the Indian Finances, after the cessation of the Mahratta wars, which cessation took place about the end of the year 1805, the Court of Directors had reason to expect a speedy and considerable reduction of expenditure there, even reckoning upon large Military arrears to be liquidated after the Peace.— And although they were considerably disappointed by the result of the year 1806-7, which still shewed a deficit of £.1,764,000. without allowing any thing for investment, they had much confidence in the positive assurances of the Governor-General, Sir George Barlow, that in the following year there would be a clear and large surplus applicable to the provision of Investment, or the reduction of Debt.

To the great surprize and mortification of the Court, however, the Estimate for the year, 1807-8, lately received from India, an Abstract of which is now before the Committee, exhibits, according to the accompanying copy of it No. 7. a deficit of no less a sum than £.1,150,000. and the Troops sent out last year will add £.150,000. to this Deficit, still without any allowance for Investment or Commercial Charges, which last circumstance is noticed here for the sake of explaining the Account, not meaning to imply that the allotment of large Investments for Europe would at the present juncture have much relieved the Company's home exigencies, though undoubtedly they would have increased the great mass of property possessed by the Company in England for the security of its home engagements. But an Indian surplus would still have been of importance, even if applied to investment, because upon the re-opening of the channels of commerce, which it may be hoped are not to continue in the present unnatural state, it would have proved an available fund here; or if such a surplus, instead of being applied to investment, had been used to lessen the amount of Bills upon the Company from India and China, it would have more immediately contributed to alleviate the pressure upon the Treasury at home.

3. Under these circumstances the Indian Debt must still have been increasing, and according to the best Estimate that can be formed of its amount on the 1st May 1808, which is given in the Account, No. 8, it will stand at £.31,895,000. On this subject it is impossible, in any general consideration of the Company's affairs, to avoid eminently fixing the attention. It is of too comprehensive a nature to be treated fully in such a paper as this is designed to be, and the few observations which shall at present be offered upon it will rather be of a financial and economical kind, growing naturally out of the subject, than directed to any political discussion of the various measures by which the Debt has been swelled to its actual magnitude.

Of the many baneful effects confessedly produced by the vast increase of the Indian Debt upon all the interests of the Company, one has borne, and must continue to bear, directly and powerfully on the Home Finances, namely the reduction, and at length the extinction of the surplus of Revenue, from which a Million sterling was to be annually appropriated to the purposes of Investment. This resource has long been declining, and for a series of years past in which European War, always productive of extraordinary expence to the Company, rendered such a resource more necessary, has entirely ceased. A great part of the interest on the Debt has of late been paid by adding to the capital of that Debt. This change in the course of its progress has had a very unfavourable influence

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upon the home concerns of the Company, preventing that improvement of them which would otherwise have taken place according to the intention of the Act of 1793, and at length extinguishing the means which formerly enabled the Company to defray the Political Charges payable in England; Charges for which there will henceforth be no other fund than what the commerce of the Company may furnish, until by economy and retrenchment a surplus from the Revenue shall be again restored. During the period here spoken of, there has been on the whole, as the observation just made implies, no diminution of the Civil and Military Expenditures to compensate for the heavier charge of Interest; but on the contrary, whilst the Revenues have from different acquisitions and annexations been greatly enhanced, the Expenditure has kept pace with the Increase, and has even outrun it, so that although when in 1793-4 our Revenues were only eight Millions per annum, we had a surplus of £.1,600,000.; now that our Revenues are fifteen Millions per annum, we have a deficit even in the second year of Peace, according to account, No. 10, of £.1,019,097. That a more distinct view may be exhibited of the Financial State of the Company abroad at different periods; the account No. . has been prepared to shew the amount of the Indian Revenues, of the Charges, and Surplus or Deficit of the Company, from the year 1793-4, to the year 1807-8, inclusive; together with the state of the Indian Debt through the same space of time. From this Account the following periods are extracted for illustrating what is here stated.

	Revenues.	Charges.	Interest.	Surplus.	Deficit.	Amount of Debt.
	£.	£.	£.	£.	£.	£.
1793-4—First year of the Company's new Charter	8,276,770	6,066,923	526,205	1,683,642	- - -	April 1793 - 7,971,668
						D° 1798 - 10,866,588
1798-9 - - -	8,652,032	8,417,812	759,326	- - -	525,106	D° 1799 - 12,811,863
1802-3 - - -	13,464,537	11,043,108	1,577,922	843,507	- - -	D° 1803 - 19,523,737
1805-6 - - -	15,217,516	15,561,330	2,070,792	- - -	2,414,606	D° 1806 - 28,538,804
1807-8, per Estimate -	14,614,261	13,436,198	2,197,160	- - -	1,019,097	D° 1808 - 31,895,000 Estimated.

The Commercial Charges and Supplies to Bencoolen, &c. are not here included.

The Charges are the amount *paid* in the respective years, as stated in Nos. 2. 5. 8. of the Budget Accounts.

What is most obvious and striking in this statement, is the increase, not of the Charges only, but also of the Debt, as the Revenues increased, and not merely in proportion to the increase of the Revenues; for, whilst from the year 1793-4 to the year 1805-6, the amount of the Revenues has not been quite doubled, that of the Charges has been increased as five to two, and that of the Debt nearly quadrupled, besides a very large sum of Debt transferred in the course of that period to England. The greatest increase under all these heads has been since the year 1798-9. The first foundation of the Debt was laid by the Mahratta War of 1778. The accumulation of that Debt, and of Charges, may in most part be accounted for by the foreign Expeditions undertaken from India at the desire of His Majesty's Ministers, the two Wars of Mysore, the two Wars of 1803-4 and 5 with the Mahratta Chiefs, and the permanent increase of Military Establishments occasioned by these events, and other political measures of the same period.

It has not been unusual to ascribe the increase of the Debt in a considerable degree to the Company's Indian Investment, for the provision of which it has been alledged that they had not a sufficient capital of their own, and that when a surplus failed to be received from the Indian Revenue, there was no way of procuring Investment but by borrowing money in India. This however will be found a very inaccurate view of the subject. That *Advances* for the Indian Investment have been made from the general Treasuries of the Company, without discriminating whether commercial funds were at that time forthcoming, and even whilst European goods and stores imported by the Company remained unsold, is not to be disputed. The Treasuries which supplied those advances may also have been occasionally replenished by Loans, as well as by Revenue; the

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the annual Investments sent to Europe may moreover have at times exceeded the supplies of goods, stores and bullion, received from Europe, and may have been rather regulated by the general ability of the Treasuries abroad than by the quantum of importations from Europe; but all these circumstances, though they have given colour to the notion now under consideration, are far from proving it. There are other material circumstances to be taken into the account. The Company have long been in the habit of paying in England political Charges strictly appertaining to the territory. For these Charges the Company never have credit in the Indian Accounts. The large supplies of stores, and part even of the goods sent out annually by the Company to India, are intended for political purposes, and the whole amount of them should be brought in India to the credit of the Home concern from the time they are shipped; but the practice has been to credit the Company for them only as they were taken out from the Indian warehouses for use, and no losses of such articles in the way outward, or in India, have ever been brought to the credit of London at all. Moreover, it is evident from what has been already stated in this Exposition, that the Supplies of goods and bullion from England have at times at least exceeded the Returns in the same period. The only way therefore to come to an accurate conclusion, is to state all that England has received from India and China; and sent to or paid for India and China in any given period, and thence to strike the Balance. Such a Statement is exhibited in the accompanying Paper, No. 5. which begins with the year 1797-8, and ends with the year 1806-7. On the one side this Statement shews all that has been sent to India and China in goods, stores and bullion, and all that has been paid for Bills drawn from thence or for political Charges attaching to the Indian territory; and on the other side, the Statement shews all that has been sent from India and China in goods and bills, and all payments received here from Government, or payments made in India for Commercial Charges, and also for any loss that has occurred in English Exports sold there. India and China are not debited for goods lost in the way thither, and they are credited for goods sent thence which have been captured or lost on the passage home. After all these allowances and adjustments, which, according to the best knowledge of the Court, comprehend every thing the Account ought to contain, the Balance is in favour of England or of the Company at home, £.5,691,689. If it be asked from what funds at home the Company have been able to bring India so largely indebted? the answer is obvious; from the increase of their Capital Stock and Bonded Debt, and from the considerable temporary credits they always have for Investments outward. From this Account it is clear, that of the sum of 19 Millions of Debt contracted in India since the year 1798-9 down to the year 1807-8, England, or the Company in its Commercial capacity, is justly chargeable with no part, and that on the contrary, India has in that period become largely indebted to England. For the fuller illustration of this subject, an Account is now preparing to shew what Monies have been received into the Indian Treasuries, on any account whatsoever, since the year 1793-4 to the latest period, and how they have been applied; but this Account must necessarily be complex, and require considerable time and labour.

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Although it is not the leading purpose of this Exposition to treat of the liquidation of the Indian Debt, yet it is impossible to advert to its amount, nearly thirty-two Millions as before stated, and the circumstances of the Company, without expressing an anxious solicitude for the reduction of a burthen become intolerable. The first and most obvious means to that end is a retrenchment of the Indian Expenditure, so as to produce a large annual surplus of Revenue.—Urgent and repeated injunctions have been sent to India in the course of the past year on this head, and extreme disappointment has been felt at home that the Indian advices of reductions have in point of amount fallen so far short of the expectations entertained here, and have not been so specific as to shew in what articles retrenchments had been effected. It was the earnest wish of the Court to take this important affair into their own hands, and they have actually gone a considerable way in preparing a scheme of retrenchments here; but sensible that the local Governments must be far better able to judge of the details of such an important reform than persons at this distance, and hoping still for early advices of the completion of it by them, the measure has hitherto been suspended, but with a positive notification to the Supreme Government that

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that it will certainly be adopted, if the proceedings abroad do not render it unnecessary.

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Another mode usually adverted to in the question for liquidating the Indian Debt, is by transfer to England, the immediate effect of which would be a saving of the difference between the English and the Indian rate of Interest. In the actual state of things this mode seems impracticable, unless the Public would, by a Loan, enable the Company to propose paying off a considerable sum in India, which would probably lead to a reduction of Interest there; and upon a sum far more extensive, probably also to the transfer of part of the Debt to England. Either way, the Company might be able, from the reduction of the rate, and the amount of annual interest now payable in India, to make good the interest of the Loan from Government, and effect a saving besides.

The plan of funding the Indian Debt, which was agitated last year, derives additional recommendation from present and prospective circumstances. The Bengal Government have been desired to give their opinion, whether it would be likely to be acceptable in India? and their answer may be expected in the course of the current year. But another measure also mentioned to the Bengal Government appears now to be indispensable; that of establishing a Sinking Fund in India. The means are not easy, but it is not impossible to devise some new resources, to which the exigencies of this eventful period ought to reconcile the Company, and all whose interests are embarked with theirs. It is obvious, however, that no expedients for reducing the Debt can prove sufficiently effectual, unless an absolute limit is put to the increase of expence. In the Military Department the Charges have rapidly advanced of late years, and in one branch of it even since the Mahratta Peace; that is, by the augmentation of King's Troops sent to India, which the change in our political situation in India by the late War there, and the possibility of new commotions, have required, and which the contingency even of a land invasion of India may render necessary upon a large scale. This subject, although it forms an article in the long account between Government and the Company, yet, as connected with present and prospective circumstances, it is thought expedient again to introduce here. The Company have incurred a very heavy charge on account of these Troops, and they think that they have an equitable claim on Government, not only for the new and excessive expence to which they have been subjected in the last four years, but for the whole number of King's Troops exceeding the Parliamentary limit which have been sent out since the commencement of the foreign Expeditions from India, which began in 1797; and all the subsequent Military operations in which those Troops assisted, have either immediately served national purposes against the French, as in the War of Myfore, or have been carried on under the controul of His Majesty's Government. The Statement, No. 9. shews the Company have a claim on all those accounts to the amount of £. 1,800,000.

No. 9.

It is now become absolutely necessary to draw the line beyond which the Company shall not incur the charge of King's Troops sent to India. From all that has just been stated, it is sufficiently plain that our Indian Revenues will not, with the requisite allowances for the other branches of public Expenditure, suffice for the payment of the present Military Establishments, of which the King's troops, including their passage to and from India, and the recruiting service, form so extensive a part. Reduction, therefore, is here indispensable. Increase, payable from the funds of the Company, is impossible; and this is a subject on which a clear and definite understanding is immediately necessary.

For wars growing out of our Indian system, at least before we had spread ourselves, as within these few years we have done, over so much of the Continent of Hindostan, our Indian resources, with the aid of Loans, have been found adequate. These Loans, indeed, have proved prejudicial to the Company, and have already been extended to an amount which could not have been preconceived. But against the invasion of great European armies by land, the Company's Revenues can by no means provide, and it may be doubted whether the current revenues of the Mogul Empire, when flourishing and under one head, would long have been sufficient for such purpose. If the Eastern territory were possessed by an Indian Prince dependant on this Country, what more could be expected of him than to use the utmost means his territory afforded against the common enemy? The Nation

Nation has an interest in preserving the Eastern possessions to this Country, and from the hands of the French, greater even than that of the Company. The Company have acquired; and maintained them, infinitely more to the advantage of the Nation at large than its own. If those possessions should at length be assailed by Powers to which the Revenues and Resources derivable from them can provide no effectual opposition, it is but just that some part of the wealth which has flowed from them into Great Britain through public and private channels, for the last fifty years, should be employed in their defence; and in defending them out of means they have themselves furnished, this Country will only act in the maintenance of its own essential interests.

After these observations on the Debt of the Company, it may be proper to advert to the general result of their Affairs, as it appears in the last Annual Account, entitled *Stock per Computation*, made up to the first day of March, 1808, and numbered 6. In this statement, after charging the Company with the Indian Debt up to the latest period to which the Indian Quick Stock Accounts are received, and charging also the Capital Stock subscribed by the Proprietors at the sum of £. 7,780,000. sterling, the Balance against the Company is £. 12,313,153. Without charging the sums due to the Proprietors, the Balance will be £. 4,533,153. For this there are the territorial Possessions, the Forts, Settlements, and Lands constituting the original Estate of the Company before the acquisition of the Dewannee, and a vast mass of Buildings, Stores, &c. placed under the head of Dead Stock, at a sum far inferior to their value. Any efficient plan for the liquidation of the Indian Debt will restore the balance of this Account to the right side, where it long stood.

To come now to the more immediate purpose of this Exposition:—The Company, frustrated for a series of past years of the surplus the law intended them to derive from the Indian Revenues, largely in advance for India and China; drawn upon from those countries for very considerable sums, partly on account of the Indian Debt; and unable, from the unexampled circumstances of this time, to sell goods for exportation which they have to a large amount in their warehouses, the Company indispenfably need an Aid, for which they can look only to the Public.

In the Estimate No. 3. of Receipts in 1808-9, credit is taken for the Balance not yet used of the two Millions of Bonds, which the Company were empowered by the Act of last Session to issue. Still the sum wanted to meet the exigencies of the ensuing year, amounts to nearly two Millions and an half sterling. That the national interest is concerned in the support of the Company, and that under all the circumstances described in this statement, they are entitled to public support in the present exigence of their affairs, it is hoped will not be disputed. In what manner that support should be afforded, it is for Government and for Parliament to determine. A few observations, however, upon this subject shall be submitted. The present is a most inauspicious time for the increase of the Capital Stock, and possibly the rumours already afloat, of a French Expedition through Persia, would obstruct the success of such an attempt; neither would it be advisable to extend the issue of Bonds beyond the sum of five Millions, to which the Law now permits the Company to go, for there is always a danger of their being poured in for Teas, and other goods, purchased at the sales. It is true that our exports of British manufactures, which are estimated to be continued on the usual large scale, might be lessened, and in case of necessity, recourse must undoubtedly be had to this measure; but it would be very inexpedient, both as deranging the established routine of the Company's commerce, and as exposing a numerous body of manufacturers of this Country, who now have little employment besides the Company's, to aggravated distress. The debt still owing by Government to the Company, although against it, may be placed the contingencies of the year 1809-10, is one obvious resource; and on this head it may be permitted to remark, that if some years ago it was a great hardship put upon the Company to cut them down so much in the repayment of large sums, which their zeal for the public interest, and confidence in the liberality of Government, induced them to advance with inconvenience to themselves, surely, when they are reduced to such straits, it would be unjust to insist on such a mode of settlement. It is again submitted, therefore, whether the whole Account should not be thrown open, in

(3.)

No. 1.
EXPOSITION
of
The Company's
Finances.

No. 6.

No. 3.

(4.)

(3.)

No. 1.
EXPOSITION
of
The Company's
Finances.

No. 9.

No. 5.

No. 3.

order to be settled upon a more equitable footing. To the demands originally contained in this Account must now be added the expence of maintaining in India the King's Troops exceeding the Parliamentary limit, according to the statement of it, which will be found in the Account No. 9.

The Account No. 5, shews that the Company are subjected to large annual payments in England for Military and other Charges appertaining to the territory. As the territory, from its defect of surplus, does not now pay the Company for those charges, might it not be natural and proper for Government to assist the Company by making an advance, to be hereafter repaid, for the amount of those charges disbursed in the last four years, and to be sustained in the ensuing year. The Company's disbursements under this head, for four years, may amount as already stated to £.1,800,000, and, as they include the expence of sending King's troops and military stores to India, it seems the more reasonable that Government should relieve the Company by affording a liberal accommodation on the ground of those expences. Whatever part of the £.2,433,185, deficient for the ensuing year, is not liquidated by payment of the Government Debt by an advance in the way just mentioned, or by reducing the Company's Exports, they must of necessity look for from Public Aid; and this important concern is the more urgent, because it will appear from the Estimate No. 3, that the wants of the Company will become large in the month of April, and if there should be any demur in their payments, the credit of the Company, under the apprehensions excited by rumours of the French designs against India, will be affected, and demands more pressed upon them.

Before concluding, the Executive Body of the Company think it may be proper for them to declare, that they are not conscious of having, by improvidence or mismanagement, contributed to bring the Company's Affairs into the embarrassments in which they are now involved. They may be placed in a very material degree to the vast increase of the Indian Debt, the consequence of various measures adopted abroad under the Administration of Controul exercised by His Majesty's Government since the year 1784. Those embarrassments proceed also in part from causes which it has not been in the power of this country to controul. An unexampled European War, which has already continued fourteen years, has in every way aggravated the expences, and diminished the profits of the Company at home and abroad. The increased charges of freight and demorage alone occasioned by this War have amounted, since its commencement, to more than seven Millions sterling. Whenever Great Britain is involved in European War, the effects are always felt in India in increased Military expences, even when no European enemy appears in the field there; but that War has been carried into India, and, at the desire of His Majesty's Government, the Company have had to sustain the expence of various foreign Expeditions to the French, Dutch and Spanish possessions in India, and to Egypt, all chiefly on the National account, in which, as is well known, the Company expended very large sums, borrowed at high Indian interest, to the prejudice of their general credit and affairs, in ways which cannot be made matter of account. This War moreover has occasioned a gradual rise in the cost of Home Manufactures and Metals, which the Company, consulting the National interest, have continued to export for many years to the extent of £.2,200,000. annually, notwithstanding the known disadvantage under which they prosecuted that trade; for the increased cost could not be compensated by a corresponding increase in the selling prices abroad, nor by a decrease in the prices of goods purchased for Europe, and has therefore been attended with positive and considerable loss to the Company. The progressive diminution of profit on their Indian Importations here, has been already shewn in the Subsidiary Account No. (B.) All these evils are now followed by a stagnation in the Home Sales of the Company. In this they suffer with the Nation, and with Europe at large, but the consequences, as already described, fall with peculiar severity upon them in the other circumstances of their affairs; for the Indian Finances, which are become of immense importance in the system of the Company, instead of affording relief, are in a state that imperiously calls for instant and effectual regulation. It is by no means to be concluded, however, that affairs would now have been better under any other supposable mode of Indian Administration; it is perfectly within the power of this Country to afford the Aids which are now required for the relief of the

No. (B.)

the Company's Finances, both at home and abroad; for consolidating the credit of the Company, and strengthening the hands of the Authorities at home, so necessary to the well being of the Company's Affairs.

(3.)

No. 1.

EXPOSITION
of
The Company's
Finances.

East India House,
1st April 1808.

Signed, by Order of the Court of Directors,

W. RAMSAY, Sec.

A C C O U N T S;

VIZ.

- No. 1.—Comparifon of Receipts and Payments, in England; 1800---to---1808.
 No. 2.—Comparifon between the Actual and Estimated Receipts and Payments; for the year 1807-8.
 No. 3. } Estimate of Receipts and Payments, in England; from 1st March 1808 to 1st March 1809.
 No. 3. } Monthly Estimate of Cash; from 1st March 1808 to 1st March 1809.
 No. 4.—Prime Cost and Sale Value of the Company's Goods remaining in their Warehouses on 1st March 1808; and expected in the course of the present Season.
 No. 5.—An Account, exhibiting the Balance of Supplies between India and China, and England; for Nine Years; 1797-8 to 1805-6. (England.)
 No. 6.—Stock, per Computation, on 1st March 1808.
 No. 7.—Estimate, in British Currency, of the Probable Amount of the Revenues and Charges in India, for the year 1807-8; &c.
 No. 8.—Indian Debt at several Periods.
 No. 9.—Number and Expence of King's Troops in India.
 No. 10.—Revenues and Charges in India, and Interest on Debts; from 1793-4 to 1807-8.
 No. (A).—Account, exhibiting the means by which the Company have provided for the deficiency in their Receipts and Disbursements; 1st March 1803 to 1st March 1808.
 No. (B).—View of the Profits on the Company's Investments; from the year 1798-9 to the year 1806-7, inclusive.
 No. (C).—Comparative Account of the Actual Sales, for 1807-8; and the Estimated Sales for 1808-9.
 No. (D).—Estimated Amount of Sales, for the year 1807-8; together with the Actual Amount of Sales in that year.
 No. (E).—Account, exhibiting the Prime Cost of Goods in Warehouse, in each year, from 1798 to 1808; together with the Prime Cost of Imports and Sales, &c.

COMPARISON of the RECEIPTS and PAYMENTS of The East India Company
Trade, beyond the Profits and Charges

	March 1800 to March 1803.	March 1803 to March 1806.	More, latter Period.	Less, latter Period.
RECEIPTS; viz.				
Company's Goods, including Saltpetre to the Board of Ordnance - - - -	£. 20,771,458	£. 17,502,787	£. - - -	£. 3,268,671
Charges and Profit on Private Trade - - -	499,465	399,869	- - -	99,596
Interest on the Annuities - - - -	108,681	108,666	- - -	15
£.	21,379,604	18,011,322	- - -	3,368,282

N. B.—This Account commences March 1800, because the Commercial System of the Company was changed Goods sold previous to that period included all the Duties; although a very large part of them was after-
portation; consequently the Receipts for Goods would thereby be increased, and a fair Comparison with
As the present War in Europe commenced in 1803, which occasioned a decrease in the amount of the Com-
parison is terminated in this Account on 1st March 1803.

COMPARISON of the RECEIPTS and PAYMENTS of The East India Company, as above,
March 1806 to

	2 Years Average. March 1800 to March 1803.	Actual Receipts. March 1806 to March 1808	More, latter Period.	Less, latter Period.
Company Goods, including Saltpetre to the Board of Ordnance - - - -	£. 13,847,640	£. 10,438,860	£. - - -	£. 3,408,780
Charges and Profit on Private Trade - - -	332,976	362,906	29,930	—
Interest on the Annuities - - - -	72,454	72,454	—	—
£.	14,253,070	10,874,220	29,930	3,408,780 29,930
Total Receipts, 1st March 1803 to 1st March 1808 - £.		28,885,542	- - -	3,378,850

Receipts for Goods less from 1st March 1803 to 1st March 1808, than would have taken place if £.
the Sales had continued upon the same scale as between 1st March 1800 and 1st March 1803 6,747,132
Payments also more in the latter period, upon the same Comparison - - - - 920,031

Making a difference against the Company, in five last years, of - - - £. 7,667,163

East India House, }
the 21st March 1808.

(Errors excepted)

I.—

in England, exclusive of Tea Duties, Money borrowed, Payments made by Government, and Private thereon in the following periods.

	March 1800 to March 1803.	March 1803 to March 1806.	More, latter Period.	Less, latter Period.
PAYMENTS; viz.	£.	£.	£.	£.
Customs - - - - -	374,810	384,752	9,942	—
Freight - - - - -	4,595,033	4,425,756	- - -	169,277
Charges, General - - - - -	2,288,811	2,258,031	- - -	30,780
Exports - - - - -	7,422,973	10,125,499	2,712,526	—
India and China Bills - - - - -	4,278,789	2,620,741	- - -	1,658,048
Officers Pay - - - - -	156,001	337,498	181,497	—
Interest and Dividends - - - - -	2,123,203	2,168,759	45,556	—
£.	21,239,620	22,331,036	2,949,521	1,858,105
			1,858,105	
		£.	1,091,416	

in September 1799: the Sale Price of
wards paid back to the Buyer upon Ex-
subsequent years could not be made.

pany's Sales, the first period for Com-

for Two Years, on the Average of March 1800 to March 1803, with the Actual Receipts and Payments
March 1808.

	2 Years Average, 1st March 1800 to 1st March 1803.	Actual Payments March 1806 to March 1808.	More, latter Period.	Less, latter Period.
	£.	£.	£.	£.
Customs - - - - -	249,874	158,838	- - -	91,036
Freight - - - - -	3,063,356	3,151,763	88,407	—
Charges, General - - - - -	1,525,874	1,425,082	- - -	100,792
Exports - - - - -	4,948,648	4,784,326	- - -	164,322
India and China Bills - - - - -	2,852,526	2,625,189	- - -	227,337
Officers Pay - - - - -	104,000	299,421	195,421	—
Interest and Dividends - - - - -	1,415,468	1,543,742	128,274	—
£.	14,459,746	13,988,361	412,102	583,487
				412,102
Total Payments, 1st March 1803 to 1st March 1808 - £.		36,319,397	- - -	171,385

CHA^s CARTWRIGHT,Acc^t Gen^l.

COMPARISON between the Actual and Estimated

						RECEIPTS:	
						Estimated.	Actual.
						£.	£.
Cash in the Treasury 1st March 1807, including Tea Duty	-	-	-	-	-	511,979	511,979
Company's Goods sold	-	-	-	-	-	4,977,700	4,864,474
Board of Ordnance, for Saltpetre	-	-	-	-	-	120,000	120,000
Private Trade Goods sold	-	-	-	-	-	121,800	2,082,518
Charges and Profit on Private Trade	-	-	-	-	-	120,000	199,443
Freight on	-	-	-	-	-	100,000	165,428
Customs on	-	-	-	-	-	-	74,166
Interest on the Company's Share of the Annuities	-	-	-	-	-	36,226	36,226
Persons returned from India, &c.	-	-	-	-	-	13,800	634
Bonds issued	-	-	-	-	-	-	1,389,100
Ships sold to Government	-	-	-	-	-	-	169,986
Duty on Tea	-	-	-	-	-	-	3,057,644
						£. 6,001,505	12,671,598
Balance deficient 1st March 1808	-	-	-	-	-	2,213,796	
						£. 8,215,301	
Estimated Balance against, brought down						-	2,213,796
Reduced by issue of new Bonds	-	-	-	-	-	1,389,100	
Ships sold Government	-	-	-	-	-	169,986	
Tea Duty owing 1st March 1808	-	-	-	-	-	1,331,508	
Balance of Receipts and Payments more favourable than estimated	-	-	-	-	-	46,895	
							2,937,489
Actual Balance in favour 1st March 1808						£.	723,693

East India House,
the 21st March 1808.

(Errors excepted)

2.—

RECEIPTS and PAYMENTS, for the year 1807-8.

	PAYMENTS:	
	Estimated.	Actual.
	£.	£.
Customs - - - - -	95,667	144,647
Freight and Demorage - - - - -	1,722,177	1,747,936
Goods and Stores Exported - - - - -	2,205,228	1,999,100
Bills of Exchange - - - - -	1,377,013	1,590,035
Charges, General - - - - -	815,600	801,430
Dividends on Stock, and Interest on Bonds - - - - -	801,000	773,312
Bonds advertized to be paid off - - - - -	15,517	—
Proprietors of Private Trade - - - - -	235,836	2,203,827 *
Pay to Military Officers - - - - -	140,000	158,101
Warrants passed the Court unpaid, &c. - - - - -	81,371	—
Duty on Tea - - - - -	726,492	2,452,628
Bonds paid off, and paid in on Sales - - - - -	- - -	66,600
Almshouses at Poplar - - - - -	- - -	10,239
	£. 8,215,301	11,947,905
Balance in favour 1st March 1808, including Duty on Tea - - - - -	- - -	723,693
	£.	12,671,598

* The Amount estimated to be received for Private Trade Goods was calculated upon the Sum receivable for Goods sold before the 1st March 1807 only; the difference between the Actual and Estimated Receipts arises from the Amount received from Goods sold subsequently to 1st March 1807. A similar Excess appears in the Payments in respect of Private Trade, for which the same explanation will account, as the Company is the only medium through which the Proprietors realize their Proceeds; no other advantage can arise to the Company in the transaction, than from the Amount receivable for their Charges and Profit.

CHA^s CARTWRIGHT,
Acc^t Gen^l.

—No. 3.—

1.—ESTIMATE of RECEIPTS and PAYMENTS of The East India Company in England, from 1st March 1808 to 1st March 1809.

Cash in the Treasury, 1st March 1808, (morning) including Duty on Tea - £. 723,693	Customs - - - - - £. 59,884
Company's Goods sold, and to be sold 4,932,146	Duty on Tea - - - - - 1,331,508
Hon. Board of Ordnance, for Saltpetre - 185,000	Freight and Demorage - - - - 1,888,405
Private Trade Goods, sold before 1st March 1808 - - - - - 260,000	Goods and Stores exported - - - 2,044,959
Charges and Profit on Private Trade - 80,000	Bills of Exchange from India and China 1,978,031
Freight on - - - - D ^o - - - 100,000	Charges, General, including Supra Car- goes, Commission, and Interest on Loans, &c. - - - - - 758,000
One year's Interest a. £. 3 per Cent. per Annum, on £. 1,207,559. 15. the Company's share of the Annuities transferred to the Bank, agreeably to Act of Parliament - - - - 36,226	Dividends on Stock, and Interest on Bonds - - - - - 857,000
Bonds to be issued - - - - - 694,725	Bonds advertized to be paid off - - 15,517
£. 7,011,790	Proprietors of Private Trade - - 310,000
Balance deficient, 1st March 1809 - 2,433,185	Pay to Marine and Military Officers on Furlough, and retired from Service - 160,000
£. 9,444,975	Warrants passed the Court unpaid - 40,700
	Buyers of Tea returned - - - - 971
	£. 9,444,975

East India House, }
the 21st March 1808. }

(Errors excepted.)

CHAS CARTWRIGHT,
Acc^t Gen^l.

—No. 3.—

2.—MONTHLY ESTIMATE of CASH, from 1st March 1808 to 1st March 1809.

MARCH 1808.

Cash in the Treasury, 1st March 1808 (morning) including Duty on Tea £. 723,693	Customs - - - - - £. 1,409
To be received for Goods - - - - 806,151	Freight - - - - - 132,334
Honble. Board of Ordnance, for Saltpetre 40,000	Export - - - - - 165,365
	Bills of Exchange - - - - - 173,513
	Private Trade - - - - - 270,000
	Interest on Bonds and Stock - - 11,000
	Charges, General - - - - - 50,000
	Warrants passed the Court unpaid - 40,700
	Buyers of Tea returned - - - - 971
	Bonds drawn to be paid off - - 15,517
	What owing 1st March, deducting £. 770,000, postponed to July - - 561,508
	£. 1,422,317
	In favour - - - - 147,527
	£. 1,569,844
£. 1,569,844	

APRIL.

In favour - - £. 147,527	Customs - - - - - £. 1,812
To be received for Goods - - - 303,093	Freight - - - - - 212,000
Bank, for Interest - - - - 18,113	Exports - - - - - 129,734
Bonds to be issued - - - - 100,000	Bills of Exchange - - - - - 193,405
Board of Ordnance, for Saltpetre - 20,000	Private Trade - - - - - —
£. 588,733	Interest on Bonds and Stock - - 52,000
Against - - - 80,218	Charges, General - - - - - 80,000
£. 668,951	£. 668,951

No. 3.—Monthly Estimate of Cash, from 1st March 1808 to 1st March 1809—continued.

M A Y.

To be received for Goods - - -	£. 324,529	Against - - -	£. 80,218
Charges and Profit on Private Trade - -	20,000	Customs - - -	1,318
Freight - - - - -	20,000	Freight - - -	269,571
	£. 364,529	Exports - - -	137,155
Against - - -	269,507	Bills of Exchange - - -	36,774
		Private Trade - - -	40,000
		Interest on Bonds and Stock - -	29,000
		Charges, General - - -	40,000
	<u>£. 634,036</u>		<u>£. 634,036</u>

J U N E.

To be received for Goods - - -	£. 567,160	Against - - -	£. 269,507
Bills in favour - - - - -	7,986	Customs - - -	2,309
	£. 575,146	Freight - - -	168,000
Against - - -	375,439	Exports - - -	264,791
		Bills - - -	182,978
		Charges, General - - -	50,000
		Interest on Bonds and Stock - -	13,000
	<u>£. 950,585</u>		<u>£. 950,585</u>

J U L Y.

To be received for Goods - - -	£. 531,213	Against - - -	£. 375,439
Charges and Profit on Private Trade - -	20,000	Customs - - -	18,842
Freight on - - - - - D° - -	20,000	Freight - - -	316,000
Bonds to be issued - - - - -	200,000	Exports - - -	195,858
	£. 771,213	Bills - - -	390,330
Against - - -	1,734,256	Interest on Bonds and Stock - -	289,000
		Charges, General - - -	70,000
		Duty on Tea - - -	770,000
		Officers Pay on Furlo' - - -	80,000
	<u>£. 2,505,469</u>		<u>£. 2,505,469</u>

A U G U S T.

To be received for Goods - - -	£. 210,000	Against - - -	£. 1,734,256
	£. 210,000	Customs - - -	6,682
Against - - -	1,924,876	Freight - - -	76,500
		Exports - - -	145,401
		Bills - - -	68,037
		Interest on Bonds and Stock - -	34,000
		Charges, General - - -	70,000
	<u>£. 2,134,876</u>		<u>£. 2,134,876</u>

S E P T E M B E R.

To be received for Goods - - -	£. 490,000	Against - - -	£. 1,924,876
Board of Ordnance, for extraordinary supply of Saltpetre - - - - -	125,000	Freight - - -	71,500
	£. 615,000	Exports - - -	126,847
Against - - -	1,755,589	Bills - - -	201,366
		Interest on Bonds and Stock - -	11,000
		Charges, General - - -	35,000
	<u>£. 2,370,589</u>		<u>£. 2,370,589</u>

No. 3.—Monthly Estimate of Cash, from 1st March 1808 to 1st March 1809—continued.

OCTOBER.

To be received for Goods - - -	£. 310,000	Against - - -	£. 1,755,589
Bank, for Interest - - -	18,113	Freight - - -	153,000
Charges and Profit on Private Trade -	20,000	Exports - - -	274,041
Freight on - - - D° - - -	20,000	Bills - - -	103,127
Bonds to be issued - - -	200,000	Interest on Bonds and Stock - - -	71,000
	£. 568,113	Charges, General - - -	80,000
Against - - -	1,868,644		
	<u>£. 2,436,757</u>		<u>£. 2,436,757</u>

NOVEMBER.

To be received for Goods - - -	£. 295,000	Against - - -	£. 1,868,644
		Customs - - -	944
Against - - -	1,921,563	Freight - - -	102,000
		Exports - - -	87,985
		Bills - - -	66,990
		Interest on Bonds and Stock - - -	20,000
		Charges, General - - -	70,000
	<u>£. 2,216,563</u>		<u>£. 2,216,563</u>

DECEMBER.

To be received for Goods - - -	£. 527,000	Against - - -	£. 1,921,563
Charges and Profit on Private Trade -	20,000	Customs - - -	543
Freight on - - - D° - - -	20,000	Freight - - -	123,500
	£. 567,000	Exports - - -	126,951
Against - - -	1,859,976	Bills - - -	200,419
		Interest on Bonds and Stock - - -	14,000
	<u>£. 2,426,976</u>	Charges, General - - -	40,000
			<u>£. 2,426,976</u>

JANUARY, 1809.

To be received for Goods - - -	£. 533,000	Against - - -	£. 1,859,976
Bonds to be issued - - -	194,725	Customs - - -	19,016
		Freight - - -	202,500
	£. 727,725	Exports - - -	245,481
Against - - -	2,279,606	Bills - - -	245,358
		Interest on Bonds and Stock - - -	285,000
		Charges, General - - -	70,000
	<u>£. 3,007,331</u>	Officers pay on Furlough - - -	80,000
			<u>£. 3,007,331</u>

FEBRUARY.

To be received for Goods - - -	£. 295,000	Against - - -	£. 2,279,606
Charges and Profit on Private Trade -	—	Customs - - -	7,009
Freight on - - - D° - - -	20,000	Freight - - -	61,500
	£. 315,000	Exports - - -	145,350
Against - - -	2,433,185	Bills - - -	123,720
		Interest on Bonds and Stock - - -	28,000
	<u>£. 2,748,185</u>	Charges, General - - -	30,000
		Supracargoes Commission - - -	73,000
			<u>£. 2,748,185</u>

East India House, }
the 21st March 1808. }

(Errors excepted.)

CHAS CARTWRIGHT, Acc^t Gen^l.

—No. 4.—

PRIME COST and SALE VALUE of the Company's Goods remaining in their Warehouses, on 1st March 1808, and expected in the course of the present season; distinguishing India and China.

INDIA.			Prime Cost.	Sale Value.	CHINA.			Prime Cost.	Sale Value.
			£.	£.				£.	£.
Piece Goods	-	-	1,880,350	2,244,942	Teas	-	-	3,991,779	8,810,347
Raw Silk	-	-	279,367	476,051	Raw Silk	-	-	116,562	166,320
Saltpetre	-	-	175,332	439,792	Nankeens	-	-	107,744	101,000
Spice	-	-	66,502	191,901					
Drugs, Sugar, &c.	-	-	183,748	290,656					
Pepper	-	-	347,056	365,296					
£.			2,932,355	4,008,638	£.			4,216,085	9,077,667

			Prime Cost.	Sale Value.
			£.	£.
TOTAL	-	INDIA	2,932,355	4,008,638
-	-	CHINA	4,216,085	9,077,677
£.			7,148,440	13,086,305

East India House, }
21st March 1808. }

(Errors excepted.)

CHAS CARTWRIGHT, Acc^t Gen^l.

AN ACCOUNT, exhibiting the Balance of The East India Company's Supplies,

SEASONS OUTWARD: September to September.	EXPORTS.		TOTAL.	SEASONS HOMEWARD: September to September.	Bills of Exchange.
	Goods and Stores.	Bullion Invoice Amount.			
1797-8 - -	£. 1,187,862	£. 633,598	£. 1,821,460	1798-9 - -	£. 1,398,790
1798-9 - -	1,494,465	1,228,832	2,723,297	1799-1800 - -	1,676,973
1799-1800 - -	1,562,780	261,697	1,824,477	1800-1 - -	746,098
1800-1 - -	1,851,402	601,208	2,452,610	1801-2 - -	960,693
1801-2 - -	2,236,133	439,518	2,675,651	1802-3 - -	992,811
1802-3 - -	2,239,268	1,722,015	3,961,283	1803-4 - -	982,561
1803-4 - -	1,995,875	990,122	2,985,997	1804-5 - -	1,141,040
1804-5 - -	1,906,047	1,852,254	3,758,301	1805-6 - -	1,312,546
1805-6 - -	2,067,563	702,671	2,770,234	1806-7 - -	1,811,884
£.	16,541,395	8,431,915	24,973,310	£.	11,023,396

BALANCE against India and China, in 9 years, as above - - - - -	£.	6,141,021
Deduct—Bills of Exchange drawn from India in favour of the Company, and Payments made in India, on account of England, 1798-9 to 1806-7 - - - - -	£.	1,746,017
Monies received of Government in England, for Expences disbursed in India on their account - - - - -		3,400,000
Cost of Exports from India and China received at the Cape of Good Hope - - - - -		91,686
		5,237,703
Balance against India and China, carried up - - - - -	£.	903,318

Memoranda:

The Bills of Exchange drawn from India are valued at the Rates of Exchange drawn at; Bencoolen, 5s.—The Bills of Exchange drawn from China at 6s. 8d. the Tale only, instead Exports to Saint Helena from England, and Bills of Cargoes lost out are not charged India:

The following Year is made up upon Estimate; the Supplies to India,

1806-7 - -	£. 2,550,000	- - -	£. 2,550,000	1807-8 - -	£. 1,250,000
------------	--------------	-------	--------------	------------	--------------

Balance in favour of England in Nine Years, 1797-8 to 1805-6

Estimated - - D^o - - - - - 1806-7

Balance against the Company in China, end of Season 1798-9 - - Tales 601,235

D^o - in favour - - - D^o - - - 1806-7 - - - 3,325,473

Tales 3,926,708.

East India House, }
the 21st March 1808. }

(Errors excepted)

5.—

between India and China, and England, for Nine Years 1797-8 to 1805-6 (England.)

Loss on Exports.	Total Amount of Supplies.	Imports, Invoice Amount.	Commercial Charges in India not added to Invoices.	Total Imports.	Imports, more.	Imports, less.
£.	£.	£.	£.	£.	£.	£.
20,876	3,199,374	2,324,083	159,122	2,483,210	- - -	716,164
70,462	4,329,808	2,978,964	208,200	3,187,164	- - -	1,142,644
85,892	2,484,683	2,742,512	168,425	2,910,937	426,254	—
72,678	3,340,625	3,051,711	160,101	3,211,812	- - -	128,813
98,000	3,570,462	3,713,990	168,268	3,882,258	311,796	—
113,201	4,830,643	3,363,798	177,084	3,540,882	- - -	1,289,761
144,126	3,982,911	3,946,097	225,141	4,171,238	188,327	—
100,000	4,970,847	2,554,965	175,792	2,730,757	- - -	2,240,090
65,000	4,517,118	2,787,192	180,000	2,967,192	- - -	1,549,926
770,235	35,226,471	27,463,317	1,622,133	29,085,450	926,377	7,067,398
						926,377
					£.	6,141,021

	Brought up - - -	£.	903,318
Add—Passage Military, paid in 9 Years, 1798-9 to 1806-7 - - -	- - -	596,394	
Political Charges paid in England D° - - D° - - -	- - -	1,872,560	
Political Charges included in the Accounts of Freight and Demorage - - -	- - -	895,833	
Bonds of the Nabob of Arcot - - -	- - -	125,785	
Officers on furlough and retirement - - -	- - -	707,799	
			4,198,371
Balance in favour of England, in 9 Years, 1797-8 to 1805-6 (England) - £.			5,101,689

and the Imports are valued at the usual rates; viz. Bengal, 2s.; Fort St. George, 8s.; Bombay, 2s. 3d.; of the rates at which the Bills were drawn; and the Imports are valued at the same rate.

Exchange drawn from thence, are not included.

Cargoes lost Home are credited India.

and the Bills to be drawn, being calculated to September 1808:

£. 60,000	£. 3,740,000	£. 2,970,000	£. 180,000	£. 3,150,000	- - -	£. 590,000
(England) brought down - - -	- - -	£. 5,101,689				
(England) as above - - -	- - -	590,000				
		£. 5,691,689				

-a. 6s. 8d. £.1,308,903.—Commercial Property increased at China 1798-9 to 1806-7, not available in Europe.

CHA^r CARTWRIGHT,
Acc^t Gen^l.

D' - - - - - STOCK, per COMPUTATION,

TO Bonds bearing Interest - - - - -	£. 4,205,275
To Bonds not bearing Interest - - - - -	15,517
To Bills of Exchange unpaid from China - - - - -	629,791
To - - - Ditto - - - - India - - - - -	874,426
To - - - Ditto - - - - India, on account of the Indian Debt - - - - -	370
To Customs and Excise on Goods sold, and Customs on Goods unfold - - - - -	1,410,238
To the Bank, for a Loan on Mortgage of the Annuities that may be sold per Act of 1788 - - - - -	700,000
To - - Ditto, for a Loan on Bond - - - - -	100,000
To - - Ditto, for Interest on the above Loans to 8th March - - - - -	10,667
To Freight and Demorage - - - - -	350,000
To Supra Cargoes Commission on all Goods sold and unfold - - - - -	90,600
To Proprietors of Private Trade on all Goods sold - - - - -	310,000
To Almshouses at Poplar - - - - -	64,190
To what owing in the Department of the Committee of Shipping, exclusive of Exports - - - - -	120,000
To - Ditto - for Exports of former Seasons - - - - -	49,478
To - Ditto - to the Warehouse Contingent Fund - - - - -	11,739
To Warrants passed the Court unpaid - - - - -	40,700
To what owing for Teas returned by the Buyers, and resold - - - - -	971
To Interest on Bonds - - - - -	72,794
To Dividends on Stock - - - - -	65,865
To what paid by the Adventurers, being $87\frac{1}{2}$ per Cent. on - - - - -	£. 3,200,000 - - £. 2,800,000
To additional Capital sold to Ditto - 155 - - - - -	800,000 - - 1,240,000
To - - Ditto - - in 1789 - - - 174 - - - - -	1,000,000 - - 1,740,000
To - - Ditto - - in 1793 - - - 200 - - - - -	1,000,000 - - 2,000,000
	<u>6,000,000 - - £. 7,780,000</u>
	7,780,000

TO BALANCE of Quick Stock against the Company at Bengal, made up
to 31st October 1806 - - - - - Sicca Rupees 11,21,95,257

ADD Expedition to Egypt in 1800, included in the Home Account 1,10,43,952

S^R 12,32,39,209

CR 14,29,57,482

- - the Sum given by Lord Clive, for constituting
a Military and Contingent Fund - - CR 11,50,720

- - Cargoes dispatched for England, the Invoices
of which are dated since the close of the
Quick Stock - - - - - 35,78,799

47,29,519

Current Rupees 14,76,87,001 a. 2/3 £. 16,614,787

DEDUCT Bills of Exchange drawn on England since the close of the Quick Stock - - - - - 120,681

£. 16,494,106

ADD Amount payable in Bengal to Indigo Contractors, for the Surplus Proceeds of Indigo in
England - - - - - 27,256

16,521,362

TO BALANCE of Quick Stock against the Company at Bombay, made up
to the 31st January 1807 - - - - - Bombay Rupees 1,59,55,181

ADD Cargoes dispatched to England, the Invoices of which are dated
since the close of the Quick Stock - - - - - 6,04,699

Bombay R^s 1,65,59,880 a. 2/6 £. 2,069,985

DEDUCT Bills of Exchange drawn on England since the close of the Quick Stock - - - - - 222,493

1,847,492

£. 35,271,475

Agreeably to the Act of the 33d Geo. III. cap. 52. the valuation of the Company's Capital Stock is to be rated at £. 200 for every £. 100 Stock, or at £. 12,000,000; but in the above Account it is taken at what has been paid for the same.

The Account between Government and the Company having been submitted to the Select Committee of the House of Commons, and consequently still remaining under discussion, the Amount stated to be due from Government to the Company is taken in this Stock Account at the same Amount as in the Account of last year.

East India House,
the 30th March 1808. }

(Errors excepted.)

CHA^s CARTWRIGHT,

Acc^t Gen^l.

6.—

on 1st March 1808. - - - - - Cr.

BY what due from Government to the Company		£. 1,207,560
By CASH, its Balance, on the 1st March 1808		723,693
By the Amount of Goods sold, not paid for		677,933
By the Honourable Board of Ordnance, for Saltpetre delivered		58,240
By the Value of Goods in England unsold		7,815,305
By BALANCE of Quick Stock in favour of the Company at Fort St. George, made up to 31st January 1807	Pagodas 35,75,647	
ADD Military Stores received at Fort St. George from England, between 31st January 1806 and 31st January 1807, the Accounts in the Military Department being only made up to the 31st January 1806	Pag 2,39,199	
Marine Stores, not included as per Memorandum of Floating Stock	7,311	
	2,46,510	
	Pagodas 38,22,157	
DEDUCT Cargoes dispatched to England, the Invoices of which are dated since the close of the Quick Stock	3,85,556	
	Pagodas 34,36,601 a. 8/.	£. 1,374,640
ADD Bills of Exchange drawn on England since the close of the Quick Stock	381,951	
		1,756,591
By BALANCE of Quick Stock in favour of the Company at Bencoolen, made up to 31st January 1807	Spanish Dollars 1,211,883	
DEDUCT Cargoes dispatched for England, the Invoices of which are dated since the close of the Quick Stock	130,068	
	Sp. Dollars 1,081,815 a. 5/.	£. 270,454
ADD Bills of Exchange drawn on England since the close of the Quick Stock	191	
		270,645
By Balance of last Books at St. Helena, ending September 1806		£. 104,840
ADD Bills of Exchange drawn on England since the close of the Books		28,993
		133,833
By Balance of Quick Stock in favour of the Company at Prince of Wales's Island, made up to 30th April 1806	Spanish Dollars 171,158. a. 5/.	42,789
By Balance of Quick Stock in favour of the Company at China, made up to 30th April 1807		1,270,132
By Cargoes from England, not arrived in India and China at the dates of the several Quick Stocks		3,030,590
By Exports paid for, exclusive of Bullion, Season 1807		1,477,477
By Impress and War Allowances paid Owners of Ships not arrived in England		426,582
By the Value of Ships, Sloops, and Vessels, exclusive of those stationed Abroad		102,550
By the Value of the East India House, and Warehouses		1,072,400
By what the Company paid for their Dead Stock in India		400,000
By what due from Government for Stores and Supplies to His Majesty's Troops		2,460,000
By what owing from sundry Persons returned from India, and in India, to be repaid in England		31,942
		£. 22,958,322
BALANCE against		12,313,153
		£. 35,271,475

Memorandum :

IN the above Account the Article of Dead Stock is valued at £. 400,000; which includes Buildings and Fortifications, Plate, Household Furniture, Plantations, Farms, Sloops, Vessels, Stores, and other Articles of Dead Stock, according to Lord Godolphin's Award in the year 1702 : Whereas the whole of the Sums of Money expended in Buildings and Fortifications, by the latest Advices from the Company's several Settlements, for the Acquisition and Maintenance of their Possessions, and the nearest estimated Value of other Articles of Dead Stock, is as follows :

	Buildings and Fortifications.	Plate, Household Furniture, Plantations, Farms, Sloops, Vessels, Stores, &c.	TOTALS.
	£.	£.	£.
At Bengal	5,044,212	1,326,119	6,370,331
Fort St. George and Subordinates	1,791,257	446,510	2,237,767
Bombay and D ^o	1,082,919	352,817	1,435,736
Fort Marlbro'	255,245	81,363	336,608
St. Helena	42,858	91,135	133,993
Fort Cornwallis	69,937	5,560	75,497
£.	8,286,428	2,303,504	10,589,932

There are Bonds given to sundry Persons by the Chief and Council at Balambangan, to the amount of £. 10,167, and Interest thereon, which are not included in the Debt of this Account; it not being yet determined whether the Company are liable to the Payment of the whole of these Bonds.

AN ESTIMATE in British Currency of the Probable Amount of the REVENUES and CHARGES in INDIA for the
the DEBTS, and the SUPPLIES to BENCŒOLEN,

REVENUES:									
BENGAL, a. 2 s. the Current Rupee:									
Mint, Post-Office, Stamps and Judicial Fees	-	-	-	-	-	-	-	-	226,780
Ceded Provinces in Oude	-	-	-	-	-	-	-	-	1,712,160
Conquered Provinces	-	-	-	-	-	-	-	-	1,049,800
Land, &c. Revenues of Bengal, Behar, &c.	-	-	-	-	-	-	-	-	3,607,600
Customs	-	-	-	-	-	-	-	-	394,400
Salt Sales	-	-	-	-	-	-	-	-	1,635,600
Opium D°	-	-	-	-	-	-	-	-	464,000
									9,090,340
MADRAS, at 8 s. the Pagoda:									
Post Office, and Farms and Licences	-	-	-	-	-	-	-	-	77,162
Revenues and Customs of the Carnatic	-	-	-	-	-	-	-	-	727,904
D° - - - D° - - Tanjore	-	-	-	-	-	-	-	-	519,048
D° - - - D° - - Cessions by the Nizam	-	-	-	-	-	-	-	-	678,800
D° - - - D° - - Possessions before 1790	-	-	-	-	-	-	-	-	1,087,678
D° - - - D° - - Myfore, Malabar, Canara, &c.	-	-	-	-	-	-	-	-	1,335,620
D° - of Dutch Settlements	-	-	-	-	-	-	-	-	55,128
Subsidy from the Rajah of Travencore	-	-	-	-	-	-	-	-	80,000
Receipts on Account of Salt	-	-	-	-	-	-	-	-	249,218
									4,810,558
BOMBAY, a. 2 s. 3 d. the Rupee:									
Revenues and Customs of former Possessions, and of late Acquisitions	-	-	-	-	-	-	-	-	* 713,363
TOTAL Estimated Revenues									£. 14,614,261

* An Estimate for 1807-8 not having been received from Bombay the Account has been framed from an Abstract Estimate received from Bengal, which does not distinguish the Revenues, nor separate the Commercial from the other Civil Charges.

(A) This Sum is not included in the Madras Estimate, but here inserted from the Bengal Abstract.

East India House, }
1st April 1808. }

7.—

year 1807-8; together with the Amount of the COMMERCIAL CHARGES not added to the Invoices, the INTEREST on PRINCE OF WALES' ISLAND, and ST. HELENA.

CHARGES:			
Bengal : Civil, Revenue, Judicial, &c.	- - - - -	3,453,343	
Military, including Fortifications	- - - - -	2,576,708	
			6,030,051
Madras : Civil, Revenue, Judicial, &c.	- - - - -	1,952,109	
Military, including Fortifications	- - - - -	3,800,468	
			5,752,577
Bombay : Civil, Revenue, Judicial, &c.	- - - - -	402,379	
Military, including Fortifications	- - - - -	1,164,375	
Extra Charges, not specified whether Civil or Military	- - - - -	86,816	
			1,653,570
Total Estimated Charges			13,436,198
COMMERCIAL CHARGES not added to Invoices :			
Bengal	- - - - -	95,352	
Madras	- - - - -	69,709	
Bombay	- - - - -	—	
			165,061
INTEREST on DEBTS:			
Bengal	- - - - -	1,612,400	
Deduct Sinking Fund	- - - - -	206,480	
			1,405,920
Madras	- - - - -	526,240	
Deduct Sinking Fund	- - - - -	(A) 50,000	
			476,240
Bombay	- - - - -	—	
			315,000
			2,197,160
Total Estimated Charges, and Interest			15,798,419
			165,061
			15,633,358
Supplies from Bengal to Prince of Wales' Island, Fort Marlbro' and St. Helena	- - - - -	—	131,080
		£. Stg	15,764,438
Deduct Estimated Revenues	- - - - -	—	14,614,261
Estimated Deficiency	- - - - -	£.	1,150,177

(Errors excepted.)

WM WRIGHT,
Auditor of India Accounts.

—No. 8.—

INDIAN DEBT at several Periods.

1st May 1793 - - - - -	£. 7,971,668.
1st May 1799 - - - - -	12,811,863.
1st May 1802, deducting redeemed by Sinking Funds - - - - -	18,350,873.
1st May 1806 - - - - -	28,538,804.
1st May 1807.—By the Estimates of Receipts and Disbursements for 1806-7, there is an expected Deficiency of Revenues to meet the Charges and Interest of - - - - - £. 2,146,000	
The expected Receipts from Europe exceed the Investments and other Payments for Europe, and Supplies to China, &c. by - - - - - £. 90,000	
The expected Increase of Debts in 1806-7, is therefore - - - - - £. 2,056,000	
And the Total Debts on 1st May 1807, may of course be estimated at - - - - -	30,595,000
It is however to be noticed, that by the Quick Stocks, ending 31st October 1806, when half the year 1806-7 had expired, there does not appear to have been any Increase of Debts since April 1806.	
1st May 1808.—The Estimates for 1807-8, give reason to suppose there will be a Deficiency of - - - - - £. 1,300,000	
The Total Debts on 1st May 1808 may therefore be estimated at - - - - -	£. 31,895,000.

But these Calculations of course cannot be considered as accurate.

N. B. Current Rupees at 2s.—Pagodas at 8s.—and Bombay Rupees at 2s. 3d. each.

East India House, }
1st April 1808. }

(Errors excepted.)

W^m WRIGHT,
Auditor of India Accounts.

—No. 9.—

Number of KING'S TROOPS in India, Officers included, and Expende thereof.

	BENGAL.		MADRAS.		BOMBAY.		TOTAL.	
	Number.	Expende.	Number.	Expende.	Number.	Expende.	Number.	Expende.
		£.		£.		£.		£.
1797 - - -	3,019	126,815	7,948	290,356	1,174	61,524	12,141	478,695
1798 - - -	2,873	164,557	6,121	247,286	1,723	73,268	10,717	485,111
1799 - - -	2,870	172,926	7,875	329,121	3,069	167,634	13,814	669,681
1800 - - -	3,601	197,427	6,442	269,702	3,107	156,393	13,150	623,522
1801 - - -	3,748	220,246	8,248	320,678	1,565	106,463	13,561	647,387
1802 - - -	3,307	178,252	8,800	346,880	2,905	169,593	15,012	694,725
1803 - - -	4,031	214,980	8,737	375,705	3,703	196,600	16,471	787,285
1804 - - -	4,005	223,915	8,145	376,036	2,701	152,522	14,851	752,473
1805 - - -	4,625	253,102	8,063	370,344	2,282	105,323	14,970	728,769
1806 - - -	5,512	280,980	7,829	342,168	3,834	176,954	17,175	800,102

This Calculation is made upon the Number in India on the 30th April in each year, the Expende according to the Stations at that period, either in Garrison or otherwise.

The Expende of Horses for the Cavalry is not included. It is not practicable to distinguish this from the Charges made for the Native Cavalry.

According to the foregoing Statement, the extra Expende of Troops beyond the Number allowed by Act of Parliament, (10,727) is calculated as follows:

The Number in 1798 is nearly the same.

The Expende is	-	-	-	-	-	£. 485,000
Excess in 1799	-	-	-	-	£. 184,570	
1800	-	-	-	-	138,411	
1801	-	-	-	-	162,276	
1802	-	-	-	-	209,614	
1803	-	-	-	-	302,174	
1804	-	-	-	-	267,362	
1805	-	-	-	-	243,658	
1806	-	-	-	-	314,991	
						£ 1,823,056

exclusive of Interest on the annual Excess of Expende.

East India House,
1st April 1808.

(Errors excepted.)

WM WRIGHT,
Auditor of India Accounts.

—No. 10.—

REVENUES and CHARGES in India, and Interest on Debts, from 1793-4 to 1807-8.

		Total Revenues.	Total Charges.	Interest on Debts.	Net Surplus.	Net Deficiency.
		£.	£.	£.	£.	£.
1793-4	- - - -	8,276,770	6,066,923	526,205	1,683,642	—
1794-5	- - - -	8,026,193	6,083,507	439,410	1,503,276	—
1795-6	- - - -	7,866,093	6,474,247	420,403	971,443	—
1796-7	- - - -	8,016,171	7,081,190	448,290	486,691	—
1797-8	- - - -	8,059,879	7,411,401	603,507	44,971	—
1798-9	- - - -	8,652,032	8,417,812	759,326	- - -	525,106
1799-1800	- - - -	9,736,670	8,998,153	1,070,634	- - -	332,117
1800-1	- - - -	10,485,057	10,405,500	1,221,108	- - -	1,141,551
1801-2	- - - -	12,163,590	11,023,453	1,531,482	- - -	391,345
1802-3	- - - -	13,464,537	11,043,108	1,577,882	843,547	—
1803-4	- - - -	13,273,044	13,001,083	1,499,154	- - -	1,227,193
1804-5	- - - -	14,949,397	14,548,435	1,768,440	- - -	1,367,478
1805-6	- - - -	15,217,516	15,561,330	2,243,612	- - -	2,587,426
1806-7	per Estimate - -	14,847,239	14,150,341	2,455,100	- - -	1,758,202
1807-8	- - D ^o - -	14,614,261	13,436,198	2,453,640	- - -	1,275,577

The Charges to 1805-6 are the Amount brought to Account in the Year, as by Budget Accounts, Nos. 2, 5, and 8.

The Interest includes what was paid on the Sums Redeemed by the Sinking Funds.

East India House, }
1st April 1808. }

(Errors excepted.)

W^m WRIGHT,
Auditor of India Accounts.

—No. (A.)—

ACCOUNT, exhibiting the means by which the East India Company have provided for the Deficiency in their Receipts and Disbursements; 1st March 1803 to 1st March 1808.

	£.
Total Receipts of the East India Company in the Comparative Account, 1st March 1803 to 1st March 1808 - - - - -	28,885,542
Total Payments - - - - - D° - - - - -	36,319,397
Balance deficient - - - - - £.	7,433,855
Received of Government, on account of the Company's Claims - - - - -	£. 3,000,000
Ditto - for Ships sold - - - - -	169,986
Bond Debt increased - - - - -	2,572,875
Loyalty Loan sold - - - - -	274,276
Balance Cash, 1st March 1803 - - - - -	1,009,822
Received from several Persons, Composition for staying Law Proceedings - - - - -	37,485
Tea Duty, appropriated - - - - -	1,331,508
	£. 8,395,952
Deduct:	
Balance Cash, 1st March 1808 - - - - - £. 723,692	
Private Trade, more paid than received - - - - -	226,071
Almshouses at Poplar - - D° - - - - -	12,334
	962,097
	£. 7,433,855

East India House, }
21st March 1808. }

(Errors excepted.)

CHA^s CARTWRIGHT,Acc^t Gen^l.

VIEW of the Company's PROFITS on the Company's INDIAN and CHINA

					INDIA.			
					TOTAL COST Customs, Freight, and Charges, including Commercial Charges in India, not added to the Invoices.	SALE AMOUNT.	PROFIT.	LOSS.
					£.	£.	£.	£.
1798-9	-	-	-	-	4,369,281	4,667,295	298,014	- - -
1799-1800	-	-	-	-	3,151,794	3,565,559	413,765	- - -
1800-1	-	-	-	-	3,445,126	3,978,800	533,674	- - -
1801-2	-	-	-	-	2,340,092	3,086,943	746,851	- - -
1802-3	-	-	-	-	1,987,515	2,289,274	301,759	- - -
1803-4	-	-	-	-	2,121,003	2,236,396	115,393	- - -
1804-5	-	-	-	-	1,860,840	1,953,026	92,186	- - -
1805-6	-	-	-	-	2,243,427	2,254,899	11,472	- - -
1806-7	-	-	-	-	1,736,362	1,472,074	- - -	264,288
					£. 23,255,440	25,504,266	2,513,114	264,288

Mem.—The Amount of Sales, herein exhibited, is the Value of the Goods sold in each Account, that Account containing the Amount only that has been received

East India House, }
the 21st March 1808.

Comparative ACCOUNT of the Actual SALES of The East India Company, for the

										INDIA.		
										Actual, 1807-8.	Estimated, 1808-9.	
										£.	£.	
Piece Goods	-	-	-	-	-	-	-	-	-	432,881	468,213	
Saltpetre	-	-	-	-	-	-	-	-	-	179,983	124,000	
Spice	-	-	-	-	-	-	-	-	-	115,402	80,000	
Sugar and Drugs	-	-	-	-	-	-	-	-	-	236,957	163,000	
Pepper	-	-	-	-	-	-	-	-	-	75,839	40,000	
Raw Silk	-	-	-	-	-	-	-	-	-	268,068	316,000	
										£. 1,309,080	1,191,213	
Of which may be for Exportation :												
Piece Goods	-	-	-	-	-	-	-	-	-	346,305	374,570	
Spice	-	-	-	-	-	-	-	-	-	101,077	70,000	
Sugar and Drugs	-	-	-	-	-	-	-	-	-	43,084	81,500	
Pepper	-	-	-	-	-	-	-	-	-	56,880	30,000	
										£. 547,346	556,070	

(B.) —

INVESTMENTS, from the year 1798-9 to the year 1806-7, inclusive.

C H I N A.			T O T A L.			
TOTAL COST Customs, Freight, and Charges.	SALE AMOUNT.	P R O F I T.	TOTAL COST Customs, Freight, and Charges.	SALE AMOUNT.	P R O F I T.	L O S S.
£.	£.	£.	£.	£.	£.	
2,773,373	3,652,283	879,910	7,141,654	8,319,578	1,177,924	—
3,060,046	3,794,982	734,936	6,211,840	7,360,541	1,148,701	—
2,919,250	3,616,381	697,131	6,364,376	7,595,181	1,230,805	—
2,822,722	3,539,404	716,682	5,162,814	6,626,347	1,463,533	—
2,909,118	3,753,252	844,134	4,896,633	6,042,526	1,145,893	—
2,950,009	3,629,677	679,668	5,071,012	5,866,073	795,061	—
2,578,805	3,307,495	728,690	4,439,645	5,260,521	820,876	—
2,794,342	3,740,699	946,357	5,037,769	5,995,598	957,829	—
2,774,812	3,709,046	934,234	4,511,174	5,181,120	669,946	—
25,581,477	32,743,219	7,161,742	48,836,917	58,247,485	9,410,568	—

respective Year, and will not correspond with the Receipt for Goods in the Cash within the several Periods.

(Errors excepted.)

CHAS CARTWRIGHT, Acc^t Gen^l.

(C.) —

Year 1807-8; and the Estimated Sales for 1808-9; distinguishing INDIA and CHINA.

C H I N A.		
	Actual, 1807-8.	Estimated, 1808-9.
	£.	£.
Teas - - - - -	3,795,630	3,400,000
Raw Silk - - - - -	51,144	108,000
Nankeens - - - - -	- - -	80,000
£.	3,846,774	3,588,000

East India House,
the 21st March 1808. }

(Errors excepted.)

CHAS CARTWRIGHT, Acc^t Gen^l.

—No. (D.)—

Estimated Amount of SALES for the Year 1807-8, together with the Actual Amount of Sales in that Year, and these compared with the Estimate of Sales for the Year 1808-9.

I N D I A.								Estimated Amount of Sales for the Year 1807-8.	Actual Amount of Sales for the Year 1807-8.	Estimated Amount of Sales for the Year 1808-9.
								£.	£.	£.
Piece Goods	-	-	-	-	-	-	-	685,000	432,881	468,213
Saltpetre	-	-	-	-	-	-	-	168,000	179,933	124,000
Spice	-	-	-	-	-	-	-	60,000	115,402	80,000
Sugar and Drugs	-	-	-	-	-	-	-	138,000	236,957	163,000
Pepper	-	-	-	-	-	-	-	60,000	75,839	40,000
Raw Silk	-	-	-	-	-	-	-	415,000	268,068	316,000
£.								1,527,000	1,309,080	1,191,213

Of which may be for Exportation,

Piece Goods	-	-	-	£.	346,305	£.	374,570
Spice	-	-	-		101,077		70,000
Sugar and Drugs	-	-	-		43,084		81,500
Pepper	-	-	-		56,880		30,000
£.					547,346		556,070

Of which may be for Home Consumption,

Piece Goods	-	-	-	£.	86,576	£.	93,643
Saltpetre	-	-	-		179,933		124,000
Spice	-	-	-		14,325		10,000
Sugar and Drugs	-	-	-		193,873		81,500
Pepper	-	-	-		18,959		10,000
Raw Silk	-	-	-		268,068		316,000
£.					761,734		635,143

C H I N A.								Estimated Amount of Sales for the Year 1807-8.	Actual Amount of Sales for the Year 1807-8.	Estimated Amount of Sales for the Year 1808-9.
								£.	£.	£.
Teas	-	-	-	-	-	-	-	3,250,000	3,795,630	3,400,000
Raw Silk	-	-	-	-	-	-	-	45,000	51,144	108,000
Nankeens	-	-	-	-	-	-	-	50,000	—	80,000
£.								3,345,000	3,846,774	3,588,000

The whole of the China Sales are for Home Consumption.

A smaller quantity of Tea is estimated to be sold on the Company's Account in the year 1808-9 than in the former year, owing to a larger quantity of Private Trade Tea to be sold.

The Total Amount of Sales for 1808-9 is estimated at £.4,779,213. the difference between this sum, and the sum stated to be received for Company's Goods, arises from a larger Amount remaining unpaid on 1st March 1808, than is estimated to remain on 1st March 1809.

East India House, }
the 21st March 1808. }

(Errors excepted.)

CHA^s CARTWRIGHT, Acc^t Gen^l.

—No. (E.)—

An ACCOUNT, exhibiting the Prime Cost of Company's Goods in Warehouse in each Year, from 1798 to 1808, together with the Prime Cost of the Company's Imports and Sales respectively in the same period, and the Sale Value of the Goods unfold at the end of each Year.

	Prime Cost of the Goods in Warehouse, Unfold at the Commencement of the Year.	Prime Cost of the Goods imported in the Year.	TOTAL.	Prime Cost of the Goods Sold in the Year.	Prime Cost of the Goods Unfold at the end of the Year.	Sale Value of the Goods Unfold at the end of the Year.
	£.	£.	£.	£.	£.	£.
1798-9 - - -	2,746,339	5,738,671	8,485,010	3,828,495	4,656,515	8,481,815
1799-1800 - - -	4,656,515	2,600,007	7,256,522	3,772,639	3,483,883	5,788,571
1800-1 - - -	3,483,883	2,572,232	6,056,115	4,191,727	1,864,388	3,726,000
1801-2 - - -	1,864,388	3,473,530	5,337,918	3,351,378	1,986,540	4,011,078
1802-3 - - -	1,986,540	3,228,818	5,215,358	3,155,630	2,059,728	4,259,554
1803-4 - - -	2,059,728	3,925,961	5,985,689	3,242,822	2,742,867	4,764,344
1804-5 - - -	2,742,867	3,929,870	6,672,737	2,950,755	3,721,982	6,446,585
1805-6 - - -	3,721,982	3,816,242	7,538,224	3,340,916	4,197,308	7,600,012
1806-7 - - -	4,197,308	2,624,879	6,822,187	2,949,396	3,872,791	6,875,158
1807-8 - - -	3,872,791	3,157,965	7,030,756	2,852,316	4,178,440	7,815,305

East India House, }
the 21st March 1808. }

(Errors excepted.)

CHA^s CARTWRIGHT,

Acc^t Gen^l.

—No. 2.—

SUPPLEMENT to the “ EXPOSITION of the State of the
Company’s FINANCES; dated 1st April 1808.”

IN that Paper, an *Estimate* was given of the Home Receipts, and Expenditures, for the year commencing 1st March 1808 and ending 1st March 1809;—which shewed a Deficit of £. 2,433,185.—The actual Receipts and Expenditures of that year, compared with the *Estimate*, are now submitted to the Committee in the accompanying Account No. 1. It will be seen from this Account, that besides some sums received to be repaid in the following year, and some variations of no great amount between the real and estimated Payments, the expected Deficit of £. 2,433,185 was supplied by Receipts beyond the Estimate from the following sources, viz.

SUPPLEMENT
to the
“ Exposition,”
&c.
No. 1.

Receipts from Sales of Imports, more than reckoned upon	£. 851,345
Receipts for Charges and Freight on Private Trade, more	168,813
	£. 1,020,158
Received on account of the Company’s Claims on the Public, upon the Report of the Committee	1,500,000
	£. 2,520,158

By these means the aid for which the Company applied to His Majesty’s Government in January 1808, became unnecessary for the service of that year.

On the 1809, there was laid before this Committee an Estimate of the Company’s Home Receipts and Payments for the year from 1st March 1809 to 1st March 1810, shewing a Deficit of only £. 141,722. The actual Receipts and Payments of that year, compared with the Estimate, will appear in the accompanying Account No. 2. If from this Account be excluded the Receipts and Payments for Private Trade and Tea Duties, which are only matters of transfer, the other Receipts of that year, including the Balance in hand (besides Tea Duties) at its commencement, will be found to have sufficed for the other payments, and to have furnished some surplus.

No. 2.

The Estimate, however, of Receipts and Disbursements for the year from 1st March 1810 to 1st March 1811, N° 3. now laid before the Committee, presents a different result, exhibiting a deficiency of no less a sum than £. 2,038,948. Two causes extremely adverse to the Company, and wholly out of their controul, have produced this deficiency. The one is a loss in their shipping in the years 1808 and 1809, to an extent altogether unexampled; the other, Drafts to a very large amount made upon them from abroad on account of the Indian Territorial Debt.

No. 3.

The prime cost of goods laden on the ships lost in coming from India amounts by the Account N° 4 to £. 711,456. Adding to this sum the prime cost of goods, and a ship belonging to the Company lost outward-bound, being £. 174,712, the total prime cost is £. 886,168; and adding again to this the estimated profit on the sales, the whole is £. 1,202,638. So unprecedented a loss of ships within the space of one year, has occasioned a very particular enquiry on the part of the Court of Directors into the causes of these disasters; and as the subject may naturally engage the attention of this Honourable Committee, the Report which a large Committee of the Directors have made upon it is herewith submitted in the Paper No. 4; from thence the Court trust it will appear that these misfortunes, uncommon as they are, have been owing chiefly to extraordinary tempests, or to the captures of the enemy, and not to any defect or errors in the structure, equipment, or loading of the ships, or to any want of skill and conduct in those who commanded them.

No. 4.

Of

(3.)

No. 2.

SUPPLEMENT

to the

"Exposition,"

&c.

No. 5.

Of bills drawn and expected to be drawn from India on account of the Territorial Debt, and falling due between the 1st March 1810 and 1st March 1811, the amount is by the accompanying Account No. 5, £.2,236,188.

The aggregate amount of the goods lost which otherwise might have come into the assets of 1810-11, and of bills payable for the Indian Debt within that year is £.3,438,826; a sum much exceeding the Deficit which appears in the estimated Receipts of the same year compared with its payments.

It has always been perfectly understood, that in the most flourishing times of the Company, their Commercial Resources could not be adequate to the discharge of the Indian Territorial Debt, and especially of late years since the Debt has progressively advanced to 30 millions sterling, and the Company's Indian Commerce has from various causes declined both in amount and profit; the liquidation of any large portion of that Debt from the Home Funds of the Company, has been altogether out of the question. But as a very great part of the Debt was unfortunately contracted under an option to the Lender of receiving payment first of the interest and finally of the principal in England, the Commissioners for the Affairs of India and His Majesty's Government, have been for several years at least quite aware, that if any considerable sum of Debt should in consequence be transferred to England, the Company would necessarily require public aid for the liquidation of it.

Even the unexampled losses which they have sustained in one year by sea, as already explained, would probably in any former time have required and procured the temporary assistance of Government. On both these accounts therefore, forming such strong pleas for public aid, the Court of Directors humbly entertain a confident hope that it will be accorded to them in such manner as to provide for the apparent Deficit of the year 1810-11.

No. 6.

Of the goods which are now or in the course of the season expected to be in the Company's warehouses at home, the Paper No. 6. which accompanies this, contains an Account, shewing the prime cost to be £.6,133,257. and the sale value, by estimate, £.12,524,965.

In the course of the year 1811-12, the Court of Directors expect to be supplied with very large Investments from India, which ought indeed to have been sent to answer the bills drawn above-mentioned for the Indian Debt, and those supplies have been required in order to meet the exigencies of that year. The most earnest injunctions have also been transmitted to the Indian Governments, to avoid as much as possible drawing farther for the Territorial Debt; and it appears highly probable that they will not be under the necessity of doing so, since a large portion of the Decennial Loans payable in England falling due in 1809 and 1810, have been renewed at a diminished interest, and without the optional clause. And indeed there is reason to believe that less of the Debt would have been transferred to England, if, when payment was tendered in India all the principals had been there, because their private agents could not exercise the discretion which principals might have used, of continuing in the Company's hands, instead of remitting to England, the payments tendered. The Court of Directors have therefore issued orders calculated to remedy this inconvenience, and prevent its recurrence in future, as also to encourage the Creditors of the Company, who have returned or may return to Europe, to continue their property in the Company's hands, by making the Company's Government the agents for the safe custody of their bonds, and the regular transmission of the interest to England by bills on the Court of Directors.

The increase of Investment which has been ordered from India is due to the home concern. By an Account laid before the Honourable Committee, and referred to in the first part of this Supplement, it was shewn that upon a fair statement of Accounts between India and China on the one hand and England on the other, for a series of years from 1797-8 to 1805-6, there was a balance in favour of England of £.5,101,689. This balance arose after crediting India and China for all goods exported by them to England, whether those goods arrived or not, for all commercial charges, for all bills remitted, and for payments received from Government at home for Indian disbursements on account of the Public; India and

and China being debited on the other hand only with the goods sent them, which arrived at the sale price with the bills drawn by them, and with political charges incurred at home on account of the territory.

An Account of the same kind is now carried on from the year 1805-6 to the year 1807-8 inclusive, and is herewith laid before the Committee, No. 7. It shews a balance in favour of England of £.3,017,172. a considerable part of which is still in the factory at Canton inconveniently for the Company, but not immediately reducible, except by diminishing greatly the export of woollens from this country. The most moderate estimate for the year 1810-11 will not lessen the balance of £.3,017,172. above stated.

Since the month of April 1808, when the first part of this Exposition was delivered to the Committee, the markets at home for Indian commodities have improved. The accompanying Account No. 8. shews the sales made in that time both of India and China goods, and the profits accruing thereon. Comparing the average of these two years with the sales of 1807, it will be found that with respect to Indian goods, the excess in favour of the two years is per annum £.695,744. on the sales, and that instead of a loss of £.486,020. which occurred in the years 1807-8 and 1808-9, there is in the year 1809-10, a profit of £.130,174. Of the China goods, the sales and profits, which were before considerable, have also improved.

On the whole of the home concern, it is to be observed, that though the pressure on the Company's Finances here is severe, the transfer of Indian Debt which mainly occasions it, does not deteriorate but improves the affairs of the Company, since it produces an immediate reduction of Interest, and as to the late losses by sea, though undoubtedly very heavy and happening most unseasonably, yet it will be found on a general survey of the Financial affairs of the Company, that they are better than they were a year ago. This leads to a consideration of the *Indian Finances*.

According to the former Exposition, the estimated result of the year 1806-7 shewed a deficit of £.1,764,000, and the *Estimate* for the year 1807-8 a deficit likewise of £.1,300,000, including £.150,000. for the expence of Troops sent in that year from England, so that the aggregate deficiency of both years thus amounted to £.3,064,000.

From the actual Accounts of 1806-7 since received, the final deficiency of that year appears to be £.3,253,900; the excess of this result of the actual Accounts above the Estimate arises chiefly from the following causes. 1st. Bringing into the Accounts of this year no less a sum than £.972,000. which was not in the Estimate for Bengal Military Charges of former years. 2d. A defalcation in the estimated amount of the Madras Revenues of no less a sum than £.400,000. owing to a calamitous season. 3d. An excess also in the Bombay Military Charges of £.262,000. occasioned by the payment of arrears of former years, which were not included in the Estimate.

The Estimate for the year 1807-8, was formed from imperfect materials. According to the correcter Account, presented to the House of Commons in June 1809, the result should have been more favourable by £.200,000. leaving a deficiency of £.1,075,577.

The Revenues have however been more productive than this Estimate by £.772,000. the Charges and Interest were more by £68,000.; the Deficiency is therefore reduced to £.370,000.

The actual Accounts for the year 1808-9, lately received, shew a Deficiency of £.131,281. which is £.430,000. less than the estimated Deficit of that year, and the Estimates for 1809-10, shew a Deficiency of £.119,806.

The first Estimates received from India for this year 1809-10, were denominated *Prospective* or Sketch Estimates, and promised a very different result. From these it was to be expected that instead of a deficiency there would have been a Surplus Revenue of £.568,000. The regular Estimates since received from Madras and Bombay, under a correction of the Bengal Estimate given in a letter from the Accountant General (by which the Revenues are stated at £.70,000. less, and the Charges at £.290,000. more than in the first Account) have brought the result to the Deficiency now stated.

(3.)

No. 2.

SUPPLEMENT
to the
"Exposition,"
&c.

No. 7.

No. 8.

(3.)

No. 2.

SUPPLEMENT
to the
"Exposition,"
&c.

One material cause of this more unfavourable result in the Estimate of 1809-10, is an increase in the Military Charges at Madras, which are now estimated at near £.800,000. more than they were at first. In this sum there are certain Arrears included which were not in the original Estimate, and as the latter Estimate is dated in October 1809, it is probable that consideration was given to the circumstances which had occurred in the Madras Army, probably to an increase of expence beyond the former Estimate; but it must be confessed that these will not account in any satisfactory manner for so large a difference of Military Charges in the two Accounts.

The retrenchments that have been effected since 1805, may be calculated at £.2,300,000. and if a comparison be made between the estimated Charges for 1809-10, and the average actual Charges from 1804-5 to 1806-7, in the Accounts of which years the expences incidental to the War are included, the difference will be £.1,530,000.; only it would appear that the diminution of £.800,000. hereby apparent, is to be attributed to the large amount at which the Military Charges are stated in the Estimates for 1809-10.

But as the result of these Estimates differs so materially from the expectation held out in the Financial Letters received from Bengal dated 20th September and 17th December 1808, and 20th April 1809, it may be proper to examine into the causes of the difference more at large.

In the letter of the 20th September 1808, the result of the Estimates for 1808-9 is stated to be a surplus of 2,17,000 S^a R^s.

To this is added the difference between the Military and Durbar Charges of Bengal *on a Peace Establishment*, and the sum included in the Bengal Estimate for those Charges being S^a R^s 33,40,000, thus shewing an estimated Surplus, upon this supposition of a Peace Establishment, of S^a R^s 35,57,000.

The letter then proceeds to add to this sum, sundry articles of expected improvements in the Revenues, and savings in Charges and Interest, to the amount of eighty-five lacks of Rupees, in order to shew that a Surplus might be obtained of S^a R^s 1,20,00,000, or a million and a half sterling.

But the 20th paragraph of the letter is in the words following:—

“ Whilst the present aspect of affairs in India continues, and we are in consequence under the necessity of increasing our Military Disbursements, and of incurring a very considerable additional expence on account of Foreign Embassies, *it is not to be expected that any Surplus Revenue will be derived from your Indian Possessions.* But whenever the necessity of incurring these extraordinary Charges shall cease, we have no hesitation in declaring to your Honourable Court, that we entertain no doubt whatever of obtaining a clear annual Surplus to a much greater amount than what the Nation and the Company seem to expect from British India.”

In the letter of the 17th December 1808, it is observed, that the more regular Estimates for 1808-9 having been received from Madras and Bombay, the corrected Surplus, according to these statements, would be S^a R^s 4,53,557, but on the supposition that the regular Estimates contain a much larger sum for Military and Durbar Charges than would be required *on a Peace Establishment*, there is assumed for this excess a sum of S^a R^s 70,92,000, which is added to the above, and with the addition of S^a R^s 48,76,000 for the several articles of expected improvements and savings, detailed in the former dispatch, the total Surplus Revenue is stated at S^a R^s 1,24,21,557.

The 59th paragraph of this letter runs thus. “ Under every point of view in which we can place the Resources and Expenditure of this Country, we therefore arrive at the same satisfactory result of a Surplus Revenue *on a Peace Establishment* greatly exceeding a million sterling.”

It will be evident from the foregoing extracts, that a very considerable part of the expected surplus is made to depend upon the practicability of bringing the expences *to a Peace Establishment*; for no less a sum than S^a R^s 70,92,000, or according to the rate of exchange adopted in the dispatches, £.886,500, is included in the calculation as going to form the expected surplus of a million or a million and a half sterling.

Now

Now the Estimates for 1809-10 hold out no prospect of such a reduction in the Military and Durbar Charges as will bring them to the desired level; on the contrary, these charges, instead of being only S^a R^a 70,92,000 more than what has been considered in the Bengal letter of 17th December 1808 as the proper standard for a Peace Establishment, are S^a R^a 1,44,00,000 above that standard.

This circumstance of itself may sufficiently account for the disappointment experienced at the result of the present year's Estimate after expectations of so different a nature had been raised by the communications from the Bengal Government in the dispatches above quoted; it appears indeed that the Estimates for 1808-9, taking them without the hypothetical calculations for a Peace Establishment, were not so favourable as the actual Accounts for that year; and as to the Estimates for 1809-10, it is still to be recollected that, as before observed, the expected surplus of a million sterling or more is made to depend in a great measure upon the reduction of the charges to a Peace Establishment, which has not however yet been accomplished. The reasons for the high Estimate of Military and Durbar Charges at Bengal are accounted for in the letter on the Finances of the 23rd August 1809, paras. 26 a. 28, and are summarily these: In consequence of its having been found impracticable to withdraw the temporary Embassies, and to place the Army upon the ordinary Establishment at so early a period as was expected; the payment to the Persian Government of the sum stipulated by Sir Harford Jones; and the Embassy to Cabul.

It is not easy to account for the large Estimate of Military Charges at Madras, unless it may be attributed to the consequence of the late disturbances there, which, as before remarked, may have been in contemplation when the Estimate dated in October 1809 was completed.

Many of the items reckoned upon by the Bengal Government, as constituting the expected surplus of a million and a half, were prospective, and it does not appear that the measures to give them full effect have hitherto been adopted.

Amongst these, an increase in the Opium Sales to the amount of ten lacks was included, but the sales are estimated at no higher amount for 1809-10 than they were in the preceding year.

It was expected that the Customs would, by the re-opening of the trade with Foreign Europe, be increased to the amount of seven lacks; of course this has not yet had effect.

Ten lacks are estimated from new sources of Revenue, and from modifications in the Abkarry and Stamp Duties, and improvement in the Town Duties. The Estimate for 1809-10 does not justify the belief that one-fourth of this sum is included on these accounts.

It was stated that Taxes to be levied in the towns of Calcutta, Madras, and Bombay, under an Act of the Legislature to be obtained for that purpose, would produce S^a rupees 8,74,000. The Bengal Estimate includes two lacks for House Tax, but no other article.

It is presumed to be unnecessary to pursue this investigation farther, and that enough has been said to shew the causes of disappointment in the expectation held out by the Bengal Government, in the letters of the 20th September and 17th December 1808, of a future surplus of a million and a half sterling.

Still the object of obtaining a considerable surplus of Income above Expenditure, must be pursued as of absolute and indispensable necessity, and there are grounds to hope that, by new retrenchments and other means, it is not unattainable. In the present tranquillity of India, it may be practicable to reduce the Military Establishments, and the extent to which the expence of King's Troops there has already gone, not only far exceeds the Parliamentary limit, but goes beyond what the revenues of the country can bear. A view of its progressive increase is given in the Account No. 10.

The transfer of a large portion of the Indian Debt from India to Europe would of itself produce, as formerly observed, this most important and desirable end, by effecting at once a saving of 3 per cent. in the Interest, which might be formed into a Sinking Fund for the gradual discharge of the Principal, a plan; with the aid of Parliament, perfectly practicable with security to the Public.

No. 2.
SUPPLEMENT
to the
"Exposition,"
&c.

No. 10.

The

No. 2.
SUPPLEMENT
to the
"Exposition,"
&c.
No. 11.

The Indian Debt, by the Accounts made up to the 1st of May 1809, deducting the sums redeemed by the Sinking Fund, stood as per Account No. 11. at £.30,876,788; and the same Account exhibits the progressive increase of the Debt, as the Account No. 12. furnishes an average view of the Revenues, the Charges, and the Interest on the Debt, at different periods, up to the year 1809-10.

No. 9.

The general Result of the Company's Affairs, at home and abroad, on the 1st March 1810, will be seen in the Account No. 9. called *Stock, per Computation*. The nature of this Account was explained in the former Exposition, in nearly the following terms: It charges the Company with the Indian Debt up to the latest period to which the Indian Quick Stock Accounts are received, and charges also the Capital Stock subscribed by the Proprietors at the sum of £.7,780,000. after which the balance against the Company will be £.15,107,307.; without charging the sums due to the Proprietors, the balance will be £.7,327,307. For this there are the territorial Possessions, the Forts, Settlements, and Lands constituting the original Estate of the Company, before the acquisition of the Dewannee, and a vast mass of Buildings, Stores, &c. placed under the head of *Dead Stock*, at a sum far inferior to their value. Any efficient plan for the liquidation of the Indian Debt will restore the balance of this Account to the right side, where it long stood.

No. 3.

After thus explaining the present state of the Company's Finances, the object to which the Court of Directors would humbly solicit the particular attention of the Honourable Committee, is, the Deficit already pointed out in the Account No. 3. in the Home Resources for 1810-11, amounting to £.2,038,948. The causes of this deficit have also been explained, and the Company being unable otherwise to supply it, are about at present to present an humble Petition to Parliament for aid, which they trust the Committee will be of opinion, after an examination of all the statements submitted to them, and particularly of the Account No. 6. may be safely granted them, since that statement shews, as before-mentioned, the value of goods in their warehouses, and expected in the course of the present year, to be £.12,524,965. which will be ample security for the aid which the Company solicit of the Public, and for which all their Possessions besides will be responsible.

No. 6.

Signed, by Order of the Court of Directors,

East India House, }
8th April, 1810. }

W. Ramsay, Sec^r.

A C C O U N T S ;

V I Z.

- No. 1.—Comparison of Actual Receipts and Payments, from 1st March 1808 to 1st March 1809; with an Estimated Account of the same, as drawn out in March 1808.
- No. 2.— - - - D^o - - - D^o - - - - from 1st March 1809 to 1st March 1810; with an Estimated Account of the same, as drawn out in March 1809.
- No. 3.—Estimate of Receipts and Disbursements; from 1st March 1810 to 1st March 1811.
- No. 4.—Estimate of the Loss sustained by the capture and wreck of Shipping; 1807-8 and 1808-9. Accompaniment to D^o.
- No. 5.—Account of Bills drawn from India on account of the Indian Debt falling due between 1st March 1810 and 1st March 1811.
- No. 6.—Prime Cost and Sale Value of Goods in Warehouses on 1st March 1810, and expected in the course of the present Season.
- No. 7.—Account, exhibiting the Balance of Supplies between India and China, and England; for the years 1806-7 and 1807-8. (England.)
- No. 8.—View of Profit on the Company's Indian and China Investments; from the year 1807-8 to the year 1809-10, inclusive.
- No. 9.—Stock, per Computation, on the 1st March 1810.
- No. 10.—Number and Expence of King's Troops in India.
- No. 11.—Amount of Indian Debt, at several Periods.
- No. 12.—Revenues and Charges in India, and Interest on Debts; from 1793-4 to 1808-9: With the Estimate for 1809-10.

—No. 1—

COMPARISON of the Actual RECEIPTS and PAYMENTS of The East India Company, from 1st March 1808 to the 1st March 1809; with an Estimate Account of the same, as drawn out in March 1808.

	Estimated Amount.	Actual Amount.	More than Estimated.	Less than Estimated.
RECEIPTS.				
Cash in the Treasury 1st March 1808 (Morning) including Duty on Tea	£. 723,693	£. 723,693	£. —	£. —
Company's Goods sold and to be sold	4,932,146	5,783,491	851,345	—
Hon ^{ble} Board of Ordnance, for Saltpetre	185,000	160,000	—	25,000
Private Trade Goods sold	260,000	1,669,442	1,409,442	—
Charges and Profit on Private Trade	80,000	171,169	91,169	—
Customs - - - on - Ditto -	—	47,010	47,010	—
Freight - - - on - Ditto -	100,000	177,724	177,724	—
Bank, for Interest on the Company's Share of the Annuities	36,226	36,226	—	—
Commissioners of Navy, on account of Hemp to be provided for Government in India	—	80,000	80,000	—
Bonds issued	694,725	756,700	61,975	—
Government, on account of the Company's Claims	—	1,500,000	1,500,000	—
Duty on Tea received	—	3,369,986	3,369,986	—
Almshouses at Poplar	—	620	620	—
	£. 7,011,790	14,476,061	7,489,271	25,000
Balance against, as p. Estimate Account	2,433,185			
	£. 9,444,975			
PAYMENTS.				
Customs - - -	59,884	148,782	88,898	—
Freight and Demorage	1,888,405	1,868,742	—	19,663
Goods and Stores exported	2,044,959	1,763,112	—	281,847
India Debt	—	47,709	47,709	—
Bills of Exchange from India and China	1,978,031	1,970,574	—	7,457
Charges, General, including Supra Cargoes Commission, Interest on Loans, &c.	758,000	697,775	—	60,225
Dividends on Stock, and Interest on Bonds	857,000	843,433	—	13,567
Bonds advertised to be paid off	15,517	—	—	15,517
Bonds paid in on Sales	—	107,500	107,500	—
Proprietors of Private Trade	310,000	1,629,070	1,319,070	—
Pay to Marine and Military Officers on Furlough and retired from Service	160,000	166,048	6,048	—
Warrants passed the Court unpaid	40,700	—	—	40,700
Buyers of Tea returned	971	—	—	971
Duty on Tea paid	1,331,508	4,283,658	2,952,150	—
Bullion exported	—	207,260	207,260	—
Ditto, on account of Hemp, to be provided for Government in India	—	80,243	80,243	—
Creditors, Nabob of Arcot	—	7,138	7,138	—
	£. 9,444,975	13,821,044	4,816,016	439,947
Balance in favour as per Actual Account	—	655,017		
		£. 14,476,061		

(Errors excepted.)

CHA^s CARTWRIGHT, Acc^t Gen^l.

East India House, }
28th March 1809. }
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—No. 2.—

COMPARISON of the Actual RECEIPTS and PAYMENTS of The East India Company, from the 1st March 1809 to the 1st March 1810; with an estimated Account of the same, as drawn out in March 1809.

RECEIPTS.				Estimated Amount.	Actual Amount.	More than Estimated.	Less than Estimated.
				£.	£.	£.	£.
Cash in the Treasury 1st March 1809 (Morning) including Duty on Tea	-	-	-	655,017	655,017	—	—
Company's Goods sold and to be sold	-	-	-	5,904,300	6,094,422	190,122	—
Hon ^{ble} Board of Ordnance, for Saltpetre	-	-	-	150,000	119,079	—	30,921
Private Trade Goods sold	-	-	-	158,100	1,457,888	1,299,788	—
Charges and Profit on Private Trade	-	-	-	120,000	105,686	—	14,314
Customs - - - on - Ditto	-	-	-	—	47,233	47,233	—
Freight - - - on - Ditto	-	-	-	100,000	187,802	87,802	—
Bank, for Interest on the Company's Share of the Annuities	-	-	-	36,226	36,227	1	—
Bonds issued	-	-	-	—	45,600	45,600	—
Duty on Tea received	-	-	-	—	3,161,191	3,161,191	—
Commissioners of His Majesty's Navy, on account of Hemp to be provided in India	-	-	-	—	80,000	80,000	—
Persons returned from India	-	-	-	—	10,000	10,000	—
			£.	7,123,643	12,000,145	4,921,737	45,235
Balance against per Estimate Account, exclusive of Duty upon Tea	-	-	-	141,722			
			£.	7,265,365			
PAYMENTS.							
Customs - - -	-	-	-	118,541	147,448	28,907	—
Freight and Demorage	-	-	-	1,479,630	1,290,026	—	189,604
Goods and Stores exported	-	-	-	1,921,187	1,784,996	—	136,191
Bills of Exchange from India and China	-	-	-	1,308,484	2,099,539	791,055	—
Charges, General, including Supra Cargoes Commission, interest on Loans, &c.	-	-	-	721,700	627,438	—	94,262
Dividends on Stock, and Interest on Bonds	-	-	-	873,000	879,696	6,696	—
Bonds advertised to be paid off	-	-	-	15,517	100	—	15,417
Proprietors of Private Trade	-	-	-	191,100	1,385,041	1,193,941	—
Pay to Marine and Military Officers on Furlo', and retired from Service	-	-	-	160,000	171,918	11,918	—
Warrants passed the Court unpaid	-	-	-	57,400	—	—	57,400
Buyers of Tea returned	-	-	-	971	—	—	971
Duty on Tea paid	-	-	-	417,835	2,953,220	2,535,385	—
Creditors Nabob of Arcot	-	-	-	—	3,822	3,822	—
Alms-houses at Poplar	-	-	-	—	2,734	2,734	—
			£.	7,265,365	11,345,978	4,574,458	493,845
Balance in favour p. Actual Account, including £. 625,807. Duty upon Tea	-	-	-	—	654,167		
			£.		12,000,145		

East India House, }
23d March 1810. }

(Errors excepted.)

CHAS. CARTWRIGHT, Acc^t Gen^l.

—No. 3.—

ESTIMATE of RECEIPTS and DISBURSEMENTS of The East India Company, from 1st March 1810 to 1st March 1811.

RECEIPTS:		£.
Cash in the Treasury 1st March 1810 (Morning) including Duty on Tea	-	654,167
Company's Goods sold and to be sold	- - - - -	5,735,351
Honourable Board of Ordnance, for Saltpetre	- - - - -	143,450
Private Trade Goods sold before 1st March 1810	- - - - -	307,000
Charges and Profit on Private Trade	- - - - -	110,000
Freight on - - - - - D°	- - - - -	100,000
One Year's Interest, at £. 3. per Cent. per Annum, on £. 1,207,559. 15. the Company's Share of the Annuities transferred to the Bank, agreeably to Act of Parliament	- - - - -	36,226
Freight of Hemp imported and to be imported on account of Government	-	156,000
	£	7,242,194
Balance deficient 1st March 1811	-	2,038,948
	£	9,281,142
DISBURSEMENTS:		
Customs	- - - - -	105,932
Duty on Tea	- - - - -	625,807
Freight and Demorage	- - - - -	1,963,200
Goods and Stores exported	- - - - -	1,829,791
Bills of Exchange from India and China	- - - - -	2,548,424
Charges, General, including Supra Cargoes Commission, Interest on Loans, &c.	- - - - -	756,600
Dividends on Stock, and Interest on Bonds	- - - - -	875,000
Bonds advertized to be paid off	- - - - -	15,417
Pay to Marine and Military Officers on Furlough and retired from Service	-	170,000
Warrants passed the Court unpaid	- - - - -	68,000
Buyers of Tea returned	- - - - -	971
Proprietors of Private Trade	- - - - -	322,000
	£	9,281,142

East India House,
23d March 1810.

(Errors excepted)

CHAS. CARTWRIGHT,
Acc^t Gen^l.

—No. 4.—

AN ESTIMATE of the LOSS sustained by The East India Company, by the Capture and Wreck of Shipping, 1807-8 and 1808-9.

	Cargo, Homeward.	Cargo, Outward.	Advances, Impress and War Contingencies.	Value of Ship.	TOTAL.
	£.	£.	£.	£.	£.
Walpole - - -	3,235	- - -	8,471	- - -	11,706
Admiral Gardner - - -	- - -	21,759	16,138	- - -	37,897
Britannia - - -	- - -	57,091	- - -	60,729	117,820
Travers - - -	- - -	6,563	7,990	- - -	14,558
Lord Nelson - - -	49,026	- - -	14,442	- - -	63,468
Experiment - - -	5,292	- - -	7,178	- - -	12,470
Glory - - -	5,292	- - -	6,583	- - -	11,875
Calcutta - - -	124,452	- - -	14,463	- - -	138,915
Bengal - - -	121,262	- - -	14,339	- - -	135,601
Jane Ducheſs of Gordon -	86,089	- - -	14,451	- - -	100,540
Lady Jane Dundas -	36,808	- - -	14,508	- - -	51,316
Europe - - -	140,000	- - -	14,398	- - -	154,398
Streatham - - -	140,000	- - -	14,502	- - -	154,502
Asia - - -	- - -	28,565	14,446	- - -	43,011
£.	711,456	113,983	161,909	60,729	1,048,077

If the above Outward Cargoes had been invested in India without loss, and with the Homeward Cargoes had arrived in England, they would have probably realized a Sum, clear of Duties and Charges payable thereon, to the extent of £.1,141,909. which would either have been received before the 1st March 1811, and to that amount would have reduced the expected Deficiency at that period, or would have remained unfold in the Company's Warehouses.

Prime Cost Goods Homeward - - -	£ 711,456	} 886,168
Ditto - - Outward - - -	£. 113,983	
Value of a Ship - - -	60,729	
Cost of Homeward Cargoes - - -	£. 711,456	} 316,470
Cost of Outward Cargoes - - -	113,983	
	825,439	
Estimated Produce in England, as above - - -	1,141,909	
Total Loss - - -	£.	1,202,638

East India House, }
the 8th April 1810. }

(Errors excepted)

CHA^s CARTWRIGHT, Acc^t Gen^l.

ACCOMPANIMENT to No. 4.

AT a Joint Committee of Warehouses and Shipping, the 2d February 1810.

YOUR Committee, under a deep impression of the importance of a very full and particular Enquiry into the Causes which have or may have occasioned the severe and unprecedented Losses which the Company have sustained in their Shipping in the course of the last twelve months, have endeavoured, by the fullest investigation, and by application to every source of information, to obtain a perfect knowledge of Facts and Opinions relative to this subject.

With this design, your Committee proceeded in the first place to call before them several of the Commanders of those ships which failed in two fleets which experienced such violent gales of wind on their passage to England, and examined each of these Commanders very minutely as to the situation of the fleets in which they respectively failed, and of their own ships, during the gales; also as to the manning and lading of the ships in general; and as to the opinion of the Commanders, whether the missing ships are lost; and if lost, as to what may have been the cause of that misfortune. Your Committee also directed the other Commanders who were not in attendance, to transmit statements in writing, as to the points before-mentioned; and from this collective Evidence thus obtained, it appears;

First,

First: That the fleet, consisting of the ships named in the margin, sailed from Madras on the 25th October, 1808, under convoy of His Majesty's ship Albion; that on the 20th November, in latitude 10. south, and longitude 91. east, a violent gale commenced, which lasted till the 23d.

That several of the ships were laid on their beam ends, with their lee gunwales in the water, which rendered the scuppers useless, and filled the gun decks with water; that the sea made fair breaches over them; that they took in water at all the seams in the side, and that it was with great difficulty the pumps were kept going: That the Ceylon suffered severely by the hurricane, (which is described by Mr. Harris, the acting Commander of that ship, as having been most tremendous) and that in endeavouring to veer the ship, as the only means of saving her, the mizen mast went over the side, and she righted: That the Diana was in a situation still more perilous, and would most probably have foundered had the crew not succeeded in cutting away the foremast, which was effected by very great exertion; that the mizen and main-top-mast were carried away early in the gale; and that had it not been for this circumstance, by which she was enabled to veer, she would have been run on board of by two ships during the night.

That the other ships were likewise in much distress; and Captain Ramsden of the Phoenix, stated, that the weather he experienced was tremendous, such as if he had not seen he could never have believed possible, although he had before been in a tiffoon, but that he thought the gale was very different at the distance of a few miles.

That the Commanders did not consider any of the ships too deeply laden, but that the Lord Nelson and Experiment were much by the head.

That the Commanders uniformly concur that the ships in general, but more particularly the missing ships, with respect to the quality of their crews, were very badly manned; and two of them mention, that had it not been for the assistance derived from the exertions of the passengers, invalids, and French prisoners they had on board, their own ship would have been lost; and Captain Ramsden stated, that if his ship had been as badly manned as the Lord Nelson, she must have foundered.

That a number of men were pressed from each of the ships in India, consisting of the petty officers and the best seamen.

That the Lord Nelson, when last seen by the Phoenix at 2 P. M. on the 21st November, was under close reefed main topsail and storm staysails.

That the Experiment was seen at the same time, with her foresail and reefed maintop-sail set, fore and mizen top-gallant mast on deck, and her spritsail yards and jib-boom in, and that she was plunging very deep.

That the Glory was seen at the same time aftern of the Lord Nelson; that she was leaky in the wooden ends; that her head was loose, and that she had double reefed topsails and courses set.

That the Commanders concur in opinion, grounded on the state of their own ships during the gale, that the missing ships must have foundered from the violence of the hurricane.

Secondly: That the fleet, consisting of the ships named in the margin, sailed from Point de Galle on the 15th February 1809, under convoy of His Majesty's ships Culloden, (Admiral Sir Edward Pellew) and Terpsichore.

That on the 14th March, 1809, a severe gale of wind commenced in latitude $22\frac{1}{2}$ south, longitude 61. east, the wind having blown in squalls for three days before, and gradually increased.

That the violence of the gale was such as to cause great apprehension in all the Commanders for the safety of their ships, as large quantities of water were shipped, and the sea made breaches over all of them.

That a sudden shift of the wind on the 15th in the morning from the south-south east to east south-east was most alarming, as the sea was running tremendously high, and the ships could not be freed with all the pumps.

That on the 16th, after a short lull, a second shift of wind from the north-west was much more dreadful, as the ships lay in the trough of the sea; that those ships farthest to the westward experienced the severity of the second gale, and that some of those that were deeply laden were obliged to throw some of their guns and part of their cargoes overboard to avoid foundering.

That two of the ships (the Sir William Bensley and Earl of St. Vincent) did not lay to, but scudded, and therefore experienced with greater violence the north-west gale.

That the four missing ships when last seen were under close reefed main topsail and foresail, and had not hove to; and Captain Samson, of the Earl St. Vincent, stated, that had he been scudding under main-top-sail when the wind shifted, in his opinion his ship must have lost her masts; and Captain Campbell of the Sovereign, also stated, that had his ship been scudding under her foresail and main topsail in the shift of wind, she would have gone down stern foremost, or would have lost her masts.

That the Commanders in general considered the hurricane months off the French Islands to be those from December to April, but particularly February and March; but that a difference of opinions is entertained by the Commanders as to the course which the fleet steered, some thinking that the fleet was taken too near the Islands of France and Bourbon; while others stated, that they had been nearly the same track before without meeting any gales; and Captain Hooper, of the Sir William Bensley, considered the ships would not have escaped the gales in the present instance if they had been more to the eastward.

That the Commanders differ in opinion respecting the loading of the ships, some con-

Phoenix,
Ceylon,
Lord Nelson,
Preston,
Tigris,
Experiment,
Diana,
Glory,
Ann.

William Pitt,
Calcutta,
Lady Jane Dundas,
Hugh Inglis,
Jane Dukes of Gordon
Earl of St. Vincent,
Bengal.

Extra:
Sovereign.
Sir William Bensley,
Huddart,
Harriet,
Euphrates,
Northumberland,
Lord Eldon.
Indus.

considering a part of them to have been too deep, while others are of opinion that they were not deeper than ships have usually been on leaving India. Two of the missing ships, the *Jane Duchs* of Gordon, and *Lady Jane Dundas*, are stated to have been in fair sailing trim.

That the Commanders in general consider that some of the ships were upon the whole well manned, and others tolerably so; that although in several ships there was a deficiency of English seamen, yet the ships' companies were completed with *Lascars* and Danish prisoners of war, who were procured in Bengal.

That the *Calcutta* and *Bengal*, two of the missing ships, were the best manned.

That a great number of men were pressed from the ships on their arrival in India, consisting generally of the best seamen and petty officers, and that the ships were much distressed by the conduct of His Majesty's Officers in India.

That in some instances, where a number of men were taken out, and a protection given by the Admiral from further impress, such protection was afterwards respected, but in others disregarded by the Captains of His Majesty's ships.

That only three of the Commanders out of eleven entertain any hopes of the safety of the four missing ships of this fleet; the remainder concur in considering, that by scudding, they encountered the violence of the shift of wind in the second gale, and that they have either foundered, or run on board of each other.

That Captain *Lynch* of the *Harriet*, and Captain *Herbert* of the *Euphrates*, two of the three Commanders above-mentioned, consider it possible the missing ships may have been dismasted, and bore up for *St. Augustine's Bay*; and Captain *Samson* of the *Earl St. Vincent*, considers that if they were dismasted in the first gale, and had taken advantage of the second gale, they may have gone to *New Holland*.

That the *Calcutta* was last seen by the *Huddart* on the 14th March on the Admiral's weather beam, with a close reefed main top-sail and fore-sail.

That the *Bengal* was last seen through the haze by the *Huddart* on the 14th March, under close reefed main top-sail and fore-sail.

That the *Lady Jane Dundas* and *Jane Duchs* of Gordon were last seen by the *Hugh Inglis*, under close reefed main and fore top-sails, at 3 P. M. on the 14th March, then blowing a storm.

That the Admiral, in the *Culloden*, scudded during the first gale, by which she got more to the westward at the commencement of the second gale.

That the *Culloden* suffered very severely in the shift of wind, by shipping large quantities of water on her decks.

That the *Nereide* frigate, strongly manned, which was upon a cruise off the French Islands, very severely experienced the same gale. She was laid over with her lee quarter-deck guns under water, without having any sail set, and the Captain was obliged to cut away all her masts to save the ship; and two of His Majesty's sloops in company with the *Nereide* have not since been heard of.

The Committee, with this evidence before them, requested the professional Members of your Committee to favour them with their opinion on the subject; and your Committee beg leave to lay before the Court, copies of the Reports which your Committee have received from two of those gentlemen, Mr. Millett and Mr. Williams; and also copy of a Letter to the Chairman, from a late professional Member of the Court, now out by rotation, (Mr. Cotton).

Mr. Cotton, in his observations, attributes the serious accidents which have lately happened, to the following causes:

1st. The pressing so many men out of the ships, thereby weakening their crews, and rendering them, when a press of sail is carried to keep up with the convoy, unable to prepare for bad weather when a gale of wind comes on.

2dly. The going from one part of India to another to join convoy.

3dly. The navigating in improper seasons; and not sailing far enough to the eastward to clear the hurricanes, which are prevalent near the Mauritius.

Mr. Millett, after a detail of the situation of the second fleet, collected from the ships' journals, states, That the course steered, in his opinion, led the fleet too near the Islands of Mauritius and Bourbon, and points out the necessity of keeping without the vortex of those gales and hurricanes, which prevail in their vicinity at certain seasons of the year.

Mr. Millett further considers the ships to have been as well manned as circumstances would admit, and better than homeward bound Indiamen generally are, and attributes the loss of the ships to stress of weather.

Mr. Williams, after a review of the evidence given by the Commanders of the second fleet, and considering the state of the ships in regard to manning, loading, and the course steered by the Commodore, is of opinion, that the ships have not been lost from any one of those causes, but believes they have unavoidably suffered from stress of weather. A Member of your Committee, Mr. Majoribanks, having stated in his place, that in his opinion one of the leading causes of the loss of the Company's ships, was the weak state of their crews; your Committee have had reference to a Paper on the subject of manning, some time since delivered in by that Gentleman, and which was under the consideration of the Committee of Shipping, in which Paper a Plan is proposed for the efficient manning of the Company's ships, of which the leading ideas are to divide the ships' companies into classes, to allow each class a different rate of pay, and to have a certain number, about 3 men to every 100 tons, protected from the impress. This Paper your Committee consider well deserving the

attention

attention of the Court, and your Committee have therefore annexed a copy of it for the Court's information; to which is subjoined, a Paper given in by another professional Member of your Committee, containing some observations made with a view to promote the efficiency of the said plan.

Upon the same subject, a Plan, formed twelve years ago in India by Mr. Bebb, a Member of the Direction, has this day been laid before the Court. It goes to two objects very much connected, the improvement of the supply of Men to the King's ships in India, and the better provision and protection of the Crews of the Company's ships; and the substance of it may therefore be included in the representation to be made to the Admiralty.

Your Committee having wished to ascertain how far the course steered by the fleet, of which the four missing ships formed a part, differed from or agreed with the tract followed by fleets in former years in passing the French Islands, directed the Master Attendant and his Deputy to examine the Ships Journals in this House for a series of years; which, those Officers having done, and traced the course of each year homeward on a Chart, which is hereunto annexed, together with a Table, shewing the nearest approach of fleets in different years to the Islands; it thence appears that the tract steered in the voyage in question was not an unusual one, but a middle course, compared with that of former fleets.

To shew also how few accidents have heretofore occurred, and how unprecedented the present losses may be considered, your Committee have annexed a List of the number of Ships lost and captured in each season since the year 1776.

Upon a review of the facts, information and opinions, which have come before your Committee in this enquiry, your Committee are of opinion in respect to the missing ships of the first fleet, that no hope can be entertained of the safety of the ships *Lord Nelson*, *Glory*, and *Experiment*; all the Commanders who failed in that fleet agreeing as to this point, and the long time that has elapsed serving to confirm that conclusion.

That in respect to the four other missing ships (of the second fleet) the *Calcutta*, *Bengal*, *Lady Jane Dundas*, and *Jane Duchaes of Gordon*, as three only of the Commanders out of eleven who failed in the fleet with them, consider that there is a possibility of their having got into Madagascar or New Holland, and the other eight Commanders entertain no hope concerning them, your Committee are from this preponderance of opinion, as well as the other circumstances above enumerated, led to apprehend that very little idea can be entertained of their safety, particularly as it appears that the four missing ships, when last seen, were following the Admiral under as much sail as the nature of the gale would admit; and it may of course be supposed that they experienced, with the same violence as the Admiral's ship the *Culloden*, the effect of the sudden shift of wind; and when the superior advantage of a line-of-battle ship in the strength of her crew is considered, it may be concluded, that as the *Culloden* narrowly escaped, the gale proved fatal to the missing ships.

It further appears evident upon the most mature consideration, and comparison of the evidence and opinions before recited, that the loss of the ships must principally be attributed to the severity of the hurricanes; but there are some points nevertheless which, though they may not themselves have been sufficient to occasion such dreadful consequences, yet when combined together, may possibly have contributed to bring on that calamity which there can be little doubt has befallen the missing ships; and to guard against which, in future, every possible measure of precaution should speedily be adopted.

Those points may be classed under the following heads. 1st. The indifferent manning of the Company's ships on their returning voyages, mainly from the circumstance to be next mentioned.

2d. The impressing of men from the Company's ships in India, excessive in point of numbers, and selecting likewise the best men.

3d. The loading of the ships. It has been said, that some of those in question were too deeply laden. This idea appears to have arisen from the quantity of saltpetre which two of the four missing ships of the second fleet had on board, nearly 7000 bags; but such an allotment of saltpetre to ships of 800 tons has at different periods been before made, and in the present case, each of the ships which had 7000 bags, landed 50 tons of kintledge, and the other two missing ships had only 5000 bags of saltpetre, which is a quantity by no means unusual.

4th. The times of dispatch from India. In the case of the two fleets now in question, it has been supposed that the dispatch was unseasonable; but the fact is otherwise. The first fleet sailed from Madras the 25th October 1808, the second from Ceylon the 15th February 1809. These periods were calculated to give them a fair weather passage to Europe, and only incurred any degree of risk with respect to the first, whilst it remained on the coast.

5th. The course steered has been deemed by some respectable opinions, to have been too near the French Islands, although that opinion does not appear to be confirmed by the series of Journals which have been consulted.

In regard to the two first points respecting manning and pressing, it appears from the evidence given by the Commanders, and every other information which has been obtained, that the ships of the first fleet were all very badly manned; and that although the ships of the second fleet were in a better situation in that respect, yet it arose from the casual circumstance of the Commanders being able to procure at Bengal a number of Danish prisoners of war to complete their complement. All the Commanders concur in representing, in very strong terms, the hardships and distress they have experienced from the system of pressing from their ships in India.

Your Committee having thus investigated the circumstances attending the fate of the two fleets

fleets homeward bound in the year 1808 and 1809, they will next advert to other losses which the Company have sustained in their shipping in the course of the last year.

Some of these have, indeed, been already investigated by the Court, and it will be sufficient to take only a summary notice of them. The *Walpole* was lost homeward-bound off Margate 18th December 1808, being driven on shore from stress of weather. The *Britannia* and *Admiral Gardner*, lost on the Goodwin Sands, outward-bound 25th January 1809, from stress of weather, and the bad quality of which their Crews were composed.

The *Travers*, lost in the Bay of Bengal 7th November 1808, by striking on a rock.

The *Asia*, lost going up Bengal River 1st June 1809, in charge of the Pilot.

The *Streatham* and *Europe*, homeward-bound, richly laden, captured by the French frigate *Caroline* 31st May 1809, the ships being so weakly manned in consequence of a large proportion of Men, and those consisting of most of their petty Officers, being taken out in India, that the Commanders were unable to make that resistance which otherwise might have been expected.

In taking a general review of the extraordinary losses which have occurred in the course of a year past, your Committee, though fully aware of the long existence of unvarying regulations for the construction of the Company's ships, have thought it right to enquire of the Marine Officers of the House, whether in point of fact and practice, any and what alterations had taken place of late years in the building of ships; and the accompanying Report from the Master Attendant and Surveyor of Shipping states, that no material alteration has been admitted since the year 1787, after which period were built all the ships lately lost, some of which were nearly new.

The great importance of several circumstances which appear in the preceding review, particularly those which concern the manning of the Company's ships, which involves the safety of those ships and their cargoes, has induced your Committee to take into consideration all the communications which have been made to the Court in relation to this subject generally, and especially the essential article of manning, on which point your Committee proceed to notice the letter from the Honble. W. Wellesley Pole, Secretary to the Admiralty, referred by the Court to the Committee of Shipping on the 25th September last, enclosing extract of a letter from Rear Admiral Drury, dated 8th May last, proposing that the Company's ships should furnish the Navy, under a heavy penalty, with the following unobjectionable number of men, upon their arrival in India, and that the ships should afterwards be protected from further impress; viz.

China Ships	-	-	-	17 Men.
Ships of 800 tons	-	-	-	10 D ^r .
Extra Ships	-	-	-	5 D ^r .

And Mr. Pole stating, that the Lords Commissioners of the Admiralty have no objection to what the Rear Admiral proposes, and will give him the necessary directions accordingly, provided it meets with the approbation of the Court.

Your Committee have also taken into consideration the Protest of Captain Tremenheere of the ship *Asia*, against the Act of His Majesty's Officers in impressing a considerable part of that ship's company at Madras, and leaving her in so distressed a situation, that Captain Tremenheere states it was with the greatest difficulty the anchor could be weighed in smooth water and settled weather; and which Protest is dated at Fort St. George, 4th of May last, and was received by the brig *Virginia* the 23rd September following.

From this declaration it appears,

1. That previous to the *Asia* sailing from Madras for Ceylon, a proposition was made by Admiral Drury, that fifteen men should be furnished by the regular ships, and from seven to ten by the extra ships.
2. That in consequence of two men having been pressed by His Majesty's ship *Revenge*, Admiral Drury consented that only thirteen men should be taken from the *Asia*, and not delivered till her return from Ceylon.
3. That upon the return of the *Asia* to Madras the 30th March, fifteen men were pressed by His Majesty's ship *Psyche*, and a certificate given by the King's Officer, who expressed himself satisfied with the men.
4. That on the 18th April following, Captain Mansell, of the *Procris* brig, pressed ten more men, with a full knowledge of the above circumstances.
5. That on the 22d April, a boat from the *Dasher* was sent on board the *Asia* for volunteers, and took one man, a quarter-master.
6. That the boat from the *Dasher* returned soon after, and took five more men.
7. That the boat of the *Dasher* returned a third time, and took one more man and a boatswain's mate.
8. That Captain Tremenheere reported the above proceedings the following morning to Rear Admiral Drury.
9. That the *Dasher* failed two or three days afterwards without returning any of the men, although Captain Tremenheere had stated to the Admiral that they were the only persons of his crew upon whom he could place any dependance.

And here your Committee cannot avoid noticing that Rear Admiral Drury's letter proposing the above regulations is dated the 8th May last, only four days after the above Protest of Captain Tremenheere, which records so great a breach of the regulations proposed by the Admiral himself, that your Committee can have no confidence in the efficacy of a plan, the principle of which was so little regarded at the moment it was proposed. Your Committee have

have likewise had before them the letter from Mr. Richardson Borradaile, read in Court the 17th instant, enclosing copy of a letter sent in by Captain Dale of the *Streatham*, and several other Commanders, to the Board of Trade at Calcutta, dated 9th March 1809, representing that ever since the arrival of their ships in Bengal river, they had been subject to the almost daily inquisition of His Majesty's ships, and which by a system of pressing of unexampled latitude and vexation, had reduced the complement of their crews to a number utterly incompetent to the necessary security of their ships, whether in regard to their navigation or defence. That this system of pressing was not confined to ordinary seamen, but extended to boatswains, gunners, carpenters, and servants, contrary to all usage. This letter further states, that the Commanders applied to Sir Edward Pelaw for protections for the remainder of the crews, after a large proportion of their men had been taken out, but he declined complying with such request; and the letter concludes with pointing out the insults and injuries the sworn Officers experienced from the Navy.

Your Committee have also had reference to the 28th and 36th paragraphs of the letter in the Public Department at Bengal, dated the 18th April 1809, and likewise the 27th paragraph of the letter in the Commercial Department at Bengal dated the 17th April 1809, calling the Court's attention to the proceedings which have taken place for the impressment of seamen from the Company's ships, pointing out the necessity of some known rules and regulations being established for the government of that service, without which the Company's ships will be liable to be rendered incapable of defence, or of being navigated with safety.

Your Committee have likewise considered the Protests of Captains Kymer, Hawes, and Heming, of the ships *Lord Castlereagh*, *Monarch*, and *Earl Spencer*, against the Captains of His Majesty's ships *Modeste*, *Dasher*, *Victor*, and *Rattlesnake*, for unwarrantably pressing seamen from their respective ships, and which Protests are severally dated Calcutta, the 8th and 10th March last; from these statements it appears thirty-one men were impressed from the *Lord Castlereagh* at different times, including the boatswain and several other petty officers; nineteen men from the *Monarch*, out of a crew of fifty-seven persons, and twenty-three men from the *Earl Spencer*, out of eighty-seven persons, and among them several of the petty officers.

Your Committee have further taken a review of the several proceedings which have taken place on the subject of pressing seamen from the Company's ships from the earliest period of the war, and adverted to the very strong representations which have from time to time been made to the Lords of the Admiralty, pointing out the risks to which the Company's ships have been exposed from this practice; in particular in August 1803, upon the capture of the *Cullands Grove*; in 1805, in consequence of a representation from Bombay, of men being taken from the Company's Marine; and in May 1806, when from the indiscriminate and excessive manner of pressing in India, a very serious alarm was excited for the safety of the Company's ships. To these communications from the Court, the replies from the Admiralty expressed a strong inclination to afford the relief desired; and in the letter from the Secretary to the Admiralty, dated 9th May 1806, the Court were informed that orders had been sent out to the Commander in Chief in India, not to impress seamen from the East India ships, *excepting in cases of most urgent necessity*. Notwithstanding these assurances from the Admiralty, no alteration appears to have taken place in the former system of pressing; but on the contrary, His Majesty's Officers in India have continued to distress the Company's ships to a still greater extent, as your Committee have already stated in the case of the *Asia*, *Streatham*, and other ships; and it must be particularly noticed that the *Retreat*, which sailed in December 1806 on a secret service to China, with a special protection from the Lords of the Admiralty, had her men pressed at several periods by His Majesty's Officers before she reached her destination. To prevent the necessity of pressing in India from the ordinary crews, in the season 1798, 1800, and 1803, the outward-bound ships were furnished with an additional number of men purposely for the King's service, but the object in a great measure failed by His Majesty's Officers not confining themselves to the stipulated number of men. Under the conviction with which your Committee are impressed of the inadequacy of those instructions which have in repeated instances, and with the best intentions, been sent out by the Lords Commissioners of the Admiralty, and with the strong evidence before them of the total disregard paid by the Captains of the ships to the express stipulations of the Flag Officers commanding in the India seas, as exemplified in the case of the *Asia*, your Committee can have no hesitation in offering it as their decided opinion, that to apply an adequate remedy to the grievous long existing evils complained of, some other plan must be adopted; and while such practices are continued by His Majesty's Officers as are stated in this Report, your Committee can have no confidence in the safety of the Company's ships or commerce, and there will remain but one alternative, either to abandon this commerce during war, or to carry it on with the certainty of continued loss and vexation. And your Committee therefore recommend, that an earnest representation should be made to the Lords Commissioners of the Admiralty, requesting their Lordships to give the subject their most serious consideration; and your Committee cannot doubt, but when their Lordships advert to the accumulated disasters of the last twelve months, in which the Company have lost fourteen of their ships, including those captured, they will concur with the Court in the absolute necessity of some measure being immediately adopted, which may tend to prevent the recurrence of those serious evils, which, in their consequences, not only affect the welfare of the Company, but the commerce and revenue of the Country.

On the 3d leading point before noticed, the loading of the ships, your Committee must observe

observe, that although, as already noticed, two of the ships had 7,000 bags of saltpetre each, yet various other ships had the same quantity, and in the present case the kintledge of each ship was reduced 50 tons, and the lading even so much on them arose from the pressing instances of the Government at home for an increased importation of saltpetre. The draft of water of those ships was approved by the Master Attendants in India; and the Commanders of some of the ships, so far from considering them endangered by such a quantity of saltpetre, offered to take in an additional quantity of dead weight, and to land a further part of their kintledge for that purpose. Your Committee, however, consider it would be prudent to guard in future against even the possibility of prejudice arising from this cause, and your Committee therefore recommend that the Governments in India should be directed to give positive orders to the proper Officers to pay the greatest attention to the loading of the ships, and on no Account to permit them to leave India at an improper draft of water, due reference being made to the construction of the ships, and their capability to carry the cargoes allotted to them.

(Signed)

C. GRANT.
WM ASTELL.
J. BEBB.
J. B. TAYLOR.
C. MAJORIBANKS.
WM WIGRAM.
J. PATTISON.
G. A. ROBINSON.
J. A. BANNERMAN.
G. MILLETT.
R. WILLIAMS.

Laid before the Court,
2d February 1810:
Approved in Court 6th D^o.

Sir,

East India House, 31st January 1810.

For the information of the Honourable the joint Committee of Warehouses and Shipping, we beg leave to state that the shipping of the Honourable the East India Company is inspected the same as at any former period, and regular surveys are made during the building of the ships. Since the year 1763 to the present time, the only alteration made in the scantling was in 1787, when an increase was made (and is since continued) of about three-fourths of an inch in fiding and moulding the top timbers for the purpose of carrying additional guns for the better defence of the ship. That during the repairs, the same attention is paid by the Surveyors as at any former period, and the ships are manned and stored in the same manner as formerly, with the exception of the guns, which have been increased for the better defence of the ships, and weigh about 4 cwt. each more than those formerly in use.

In the year 1799, the galleys were placed on the upper deck for the advantage of room for the conveyance of troops, and to give greater security from fire. Since that period no material alterations have taken place in the construction of the ships.

We are, &c.

(Signed)

J. BOULDERSON.
JOHN HILLMAN.

John Morice, Esq.

31st January 1810.

List of Ships lost, and supposed to be lost, within the last twelve months, with the times and places at which they were respectively built.

REGULAR SHIPS.

Lord Nelson	-	-	-	1799	-	-	-	Messrs. Barnards.
Lady Jane Dundas	-	-	-	1800	-	-	-	Cleverly and Co. Gravesend.
Jane Ducheſs of Gordon	-	-	-	1804	-	-	-	Mr. Dudman.
Calcutta	-	-	-	1798	-	-	-	Messrs. Wells and Co.
Bengal	-	-	-	1799	-	-	-	D ^o
Asia	-	-	-	1798	-	-	-	at Liverpool.
Walpole	-	-	-	1798	-	-	-	Messrs. Perry and Co.
Britannia	-	-	-	1805	-	-	-	Messrs. Wells and Co.
Admiral Gardner	-	-	-	1797	-	-	-	D ^o

EXTRA SHIPS.

Glory	-	-	-	1802	-	-	-	at Lymington.
Experiment	-	-	-	1802	-	-	-	Messrs. Wells and Co.
Travers	-	-	-	1800	-	-	-	D ^o

Copy of a Letter from Joseph Cotton, Esq. to Charles Grant, Esq. dated 13th December 1809.

My Dear Sir,

As you have unexpectedly called upon me for an opinion as to the causes of the loss of the Company's ships, and are desirous of some early communication thereon, it becomes a duty I owe to the Company and to the Court of Directors, to furnish the sentiments of my mind thereon, and with that candour the occasion demands; for the interests of the Company have so severely suffered, that there never was a more urgent or necessary requisition, and

and at the same time none that may involve the person furnishing any opinion in more controversy or personal dispute. And though in the line of my duty, and from the importance of the task, I would not refrain replying to your request in as full and ample way as you have a right to expect, yet it is a painful task to sit in judgment upon the conduct of individuals, whose sense of measures may be very different from the individual who addresses you; it is therefore with deference to the sentiments of others I submit what I have to observe, and should you be fortified by such concurrence of opinion, the conclusion may be more accurately established, and I must take the liberty to reserve to myself any illustration or further opinion, should they be thought necessary. The loss of so many valuable ships and cargoes, applies to the best interests of the State as well as to the Company, whether you consider the property embarked in them, the immense cost in replacing them, the loss of lives and Revenue, or the strength and encouragement it affords to the enemy; and the surprize has been great, that where and when the stake is so serious, more protection is not afforded them, or rather less oppression and distress imposed. Should the necessity of the Public Service require the risking of so much, it is paramount to all other considerations, but this is seldom or ever the case, and the persons exercising their judgment upon the occasion of pressing the men, are not aware of the extent of the possible injury to the Revenue itself, independent of any other consideration; and this authority is exercised without controul before ships are in a place of safety, or in the performance of long voyages. Numberless instances are upon the records where the very existence of the ships in a perilous navigation has been at stake; the result of such practices are various, but one is unquestionably obvious, viz. That if on their voyages home, a press of sail is kept up to keep company with the convoy, and a gale of wind comes on, they have not the strength to take it in, or prepare the ship otherwise for the bad weather; the instances of this kind are also upon your records; though, much to the honour of many of the Captains of His Majesty's ships, they have been greatly attentive to the state and well being of your ships.

Two points are here referred to that are general sources of complaint, and they are obviously of importance, but these are not wholly the causes of loss; that which arises from capture is more especially to be referred to the enterprize and superior management of the Enemy's cruisers, three or four of whom range those seas undiscovered notwithstanding the great superiority of our naval force in that part of the world, and who have judgment enough, according to their knowledge of the monsoons and the tracts of the outward and homeward ships, in consequence select their stations to cruise. Far be it from me to impute either neglect or inattention to His Majesty's Officers, respecting them as I do, but the general language is certainly a strong observation on their ill success; and whether it arises from their local information being less than that of the Enemy I cannot presume to say, but the facts speak for themselves, and one superior Board must feel the imputation.

The want of energy, &c. in the Commanders of your ships whenever they have met with an Enemy has very rarely been questioned; the instances have been very favourable to their reputation; they have exerted the means in their power, as the records also prove, excepted in few cases.

Until, therefore, the Enemy is overcome, the defenceless ships, whether Europe or India, will unquestionably be their prey, as has been the case for some time past.

A further consideration occasioning loss, and very often distress, arises from ships going from one part of India to another to join convoy. This is a point of great inconvenience, and I may say inconsiderateness; and though ships are required to rendezvous at Portsmouth to join convoy, the distance is comparatively nothing, and the application of this principle to India is in my judgment most ruinous. The men of war should go to each port whence ships are appointed to sail, and they may then shape their course as the monsoons and other circumstances admit; and how the Governments in India have yielded to such requisitions from the Commander in Chief, making him as it were the sole Judge and Dictator of the sailing of all ships from all the Ports of India, when his knowledge of the Indian navigation must be very limited from his experience there, has been to me and others a subject of very great astonishment. At particular seasons of the year, for ships to go from Bengal to Ceylon is carrying them so far to the westward, that when they sail from thence they do not navigate far enough to the eastward to clear the hurricanes which are prevalent near the Mauritius and the Archipelago to the northward of it; and though to confine the convoys to an individual ship sailing from a single port may keep more ships in India, yet as separate convoys from each port, and as ships were ready, they might proceed to the southward of the French Islands, and then return, for they are not wanted further; so India would be abundantly supplied with men of war, and the constant succession of ships of war passing the accustomed tracts at the several monsoons would have greater chance to fall in with the Enemy's cruisers that will be as before noticed on the look out there.

The expence that has resulted to the Company from demorage to ships thus directed from port to port, and for convoys, has been beyond all calculation, independent of the exoneration of the Owners from damage to cargoes, from ships being dispatched at unseasonable times; but the Owners and private Merchants are not less involved from the detention of the shipping.

To such an extent did this practice go, of collecting ships at Point de Galle, that the whole China fleet have been directed to rendezvous there; but the Commanders, much to their credit, resisted and protested against the measure, which induced the Captain of the convoy to relieve them to pursue their voyage homewards. Under such arrangements, what but misfortune can ensue?

The

The events of last year, near home, hazarded some of the finest ships in your employ by being under convoy; when I maintain if left to themselves sailing in sufficient fleets, together with the general protection experienced from the Navy, they would come and go with far more safety than under convoy; for this particular must be obvious, the judgment of your Commanders, who I am confident in believing to be the first navigators in the world, especially from their knowledge of the Indian Seas best acquainted therewith, must give way to that of the Masters of the King's ships, or to the Captains, whose experience is scarcely a tythe on subjects of navigation in those parts.

These are points it is my duty, being thus called upon, not to withhold under the solemnity of your requisition; and I trust they will not be construed to operate as a censure upon any person or persons whatever.

One of the most essential points towards the safety of your shipping relates to the regularity of their dispatch conformable to the charter-party, to which the attention of the Governments in India is not sufficiently alive; and though what has been before noticed may greatly correct these occasions of detention, the provision of cargoes should be such as to prevent this great evil.

The losses in Bengal River will be considerably lessened, I should hope, by the improved system of Pilotage the Court have lately adopted; and was a more efficient Marine Board established, they would prevent the landing of the kintledge from the 800 ton ships, knowing that their construction makes it very essential for their safety, and the cargo, ship and crew are risked to compass the transit of a few more tons of saltpetre, which for them should never exceed 5,000 bags.

It may be expected I should also state something as to the hull and equipment of your ships. These are inspected so closely by your Surveyors and Master Attendant, and the charter-party is so express, that no ships can be better equipped or sent to sea.

The late arrivals in war have occasioned so much haste to repair and fit the hull for immediate service, that they may be defective in some minor points, but never to affect the ships safety, and the clearest proof has been the extension of their voyages from six to eight. Some anchors have lately failed; but when it is considered how they ride in safety at Sauger, the wonder is that anchors and cables hold them.

I cannot in this point hesitate in communicating to you the prevalence of the dry rot in the timbers; how far the ships may have failed in consequence is matter of conjecture, but the ships are examined on the conclusion of the third voyage, and repaired for three more; in that latter interval it is impossible to ascertain the prevalence of this destructive venom, which does not appear in the ships built long since, and therefore the recommendation I submitted long since to the Court, of giving a slight repair at the end of the second voyage, and a substantial one at the conclusion of the fourth, would go not only to correct its progress, but to detect it in the latter voyages. I addressed a little Essay on the causes of the dry rot in our ships to one of the Builders some months ago, which may assist in correcting it.

Having thus, as far as the time you allowed me would permit, stated the various causes to which in the whole, or in part, the losses of the Company's ships may be attributed, it would nevertheless be presumption to assume that any one or more have been the particular occasion (without some most efficient evidence) of those in question, which the Court I suppose are not yet furnished with; and to determine thereon on any incorrect principle or evidence would be to involve the Company in controversy or discredit.

As soon therefore as any enquiry can be instituted into the several losses, the Reports will form a proper foundation for general conclusions, for in some cases it appears evident the want of Europeans cannot be the sole cause of the calamity, for ships of the same burthen have been frequently navigated by only Lascars, who, except in captures, are competent to that service, as experience has fully verified; when in port, the loss of Europeans may be replaced by them before ships proceed, and though the loss of Europeans is a great grievance, to infer that it has been the cause of any ship's loss, without establishing that fact, cannot be prudent. I therefore suggest that no preconceived opinions, but a systematic investigation of each ship's particular case, should be first set on foot. Navigating at improper seasons, or within the limits of those hurricanes where our ships have suffered, appears to me to be one of the obvious causes of the recent calamity, but I should be sorry to decide thereon in that way without due enquiry. And how far one or more of the preceding suggestions may apply, will be best known by such examination.

A body of evidence will then be furnished to found either representation upon to Government, or to send orders to your Governors in India upon. The ships have hitherto passed to and from India with great success, and there appears no alteration in their structure or equipment, or manning, which in many instances has been accomplished by a greater part of the crew being Lascars on the homeward passage; but several have been lost outward bound, to which reasoning upon the nature of their crews will scarcely apply, unless in a general way to all descriptions of merchant vessels: and though the loss of Europeans is much to be deprecated, the case is not worse this year than in years past.

Could any negotiation with the Admiralty be established to ameliorate the present system, it would be most desirable, and the plan suggested by Admiral Drury, if rigidly and honourably adhered to, appears to me the most eligible; if the Navy in India would take every European out of the country ships who are deserters, either from the King's or Company's service, excepting the Officers, it would lessen the demand on the Company's ships.

I have

I have understood the Ocean had a protection, which the individual Commanders of the Navy in India respected. A similar one might secure the remaining part of the crews of the Company's ships, after supplying their stipulated number.

I beg excuse for many omissions and errors, and am, &c.

(Signed) JOSEPH COTTON.

Copy of a Letter from George Millett, Esq. to the Joint Committee of Warehouses and Shipping; dated the 1st January 1810.

Gentlemen,

In conformity to the wishes expressed by your Committee, that the professional Members composing a part of your body should investigate the leading causes of the unfortunate events which befel the fleet under the convoy of His Majesty's ship Culloden, and to report their opinions accordingly; I have proceeded to examine the Journals of all those ships that arrived with the Culloden, and now submit to you the result of my enquiries, and the best opinion my judgment has enabled me to form upon a subject of a very interesting nature to the Company, and to all those individuals, who having connections and friends on board the missing ships, must naturally feel a very deep concern for their impending and almost hopeless fate.

It appears that the fleet, as per margin, under convoy of the Culloden, failed from Point de Galle on the 15th Feb^r last and crossed the Line in about the longitude of 81° east, the N. E. monsoon then veering, as might be expected, into the N. W. monsoon, the course then steered was very properly to the eastward of south, so that in the latitude of about nine and half south the fleet was in the longitude of eighty-four east, when the course was changed to the southward, the fleet still keeping hold of the N. W. monsoon until the 4th of March; on that day at noon they were in the latitude of 15° south, and in the same longitude as last mentioned (a very excellent position for the succeeding part of the passage.) The winds then became variable to the northward and eastward, and the course shaped was W. S. W. In about the latitude of 18° the fleet appears to have gotten hold of the S. E. trade, and the fleet steered more westerly (per compass). These courses, in my humble opinion, led the fleet too near Rodrigues, Mauritius, and Bourbon, for those Islands are well known to be in a tract liable to gales and storms from November to May: during this period of the year the sea between the French Islands and the East coast of Madagascar, is subject to something like a north-westerly monsoon, whilst the N. E. or foul weather monsoon is blowing on the west side of that Island, through the Mosambique Channel; and when the N. W. winds come in contact with the S. E. trade, which then blows strong and often violent to the eastward of the French Islands, hard gales and formidable hurricanes are often produced by their mutual shock, of which the following account, independently of what the French and English Navigators have written upon the subject, will afford some striking instances. And I hope the Committee will patiently attend to the proofs which I purpose to lay before them, for the better elucidation of which I shall draw a comparative statement between the William Pitt and the Sir William Bensley, the first ship having hove to in S. E. gale, and the latter being compelled, as the Captain states, to run before it.

*Earl St. Vincent.

Sir H. Inglis.

Wm. Pitt.

Sir W. Bensley.

Sovereign.

Huddart.

Northumberland.

Euphrates.

Lord Eldon.

Harriet.

Indus.

Missing Ships:

Calcutta.

Jane Dutech's Gordon.

Lady Jane Dundas.

Bengal.

Abstract of William Pitt's Journal.

14th March, per log.

Lat. at noon 22.38 . long. 61.34 east, the S. E. trade during the first and middle parts blowing strong, increasing latterly to a perfect gale, with heavy squalls, hard rain, &c. the whole appearance of the weather and the unusual fall of the mercury indicating a storm.

15th March.

Lat. 23.48 . long. 58.40 . During the first and middle parts of the day hard gales from the S. E. with violent squalls and rain; at 6 P. M. hove to under storm stayails until 10 A. M. when the gale moderating made fail.

16th at noon.

Lat. 25.18 . S. long. 56.28 . Winds and weather moderate.

17th at noon.

Lat. 25.16 . long. 54.12 .

First and middle parts of the log, fresh easterly and north-easterly winds with pleasant weather; the latter part the wind increased, the weather threatened, the sea became

Abstract of the Sir William Bensley's Journal.—14th March.

First and middle parts, strong winds with squalls and rain; latter hard gales, squalls more violent, &c.

15th March.

First and middle parts a heavy gale with violent hard squalls, the sea breaking over us, and shipping a great deal of water on the main deck; attempted to heave to, but making extremely bad weather of it was ultimately obliged to scud with the gale.

16th March.

Fresh gales, cloudy weather, the latter fair with a confused heavy swell, shipping much water, and labouring a good deal.

17 March.

First part fresh breezes from the E. N. E. and N. E. about midnight the wind shifted suddenly to the N. N. W. and brought on a heavy gale; the ship straining in every part and

came confused, and the ship plunged deep into a heavy swell from the westward, at 11 A. M. the wind veered to the N. N. W. but it was moderate, and this was all she felt of the second gale.

and shipping much water, washed away one of the boats and threw overboard twelve guns to relieve the ship; kept lying to until 11 A. M. the following day when the gale was sufficiently abated to make sail.

Whoever will attentively examine the foregoing Abstract will find, that on the 15th March, when near the change of the moon, both ships encountered a hard gale of wind from the South-east; that the one hove to for 16 hours, whilst the other ran before the storm; that on the 16th March the William Pitt had moderate breezes and pleasant weather, while the Sir William Bensley experienced fresh gales with cloudy weather, and a confused heavy sea; that on the following day, the former had fresh north-easterly breezes, with fine weather until 11 A. M. when the wind veered moderately round to the north north-west, accompanied with a heavy north-west swell, whilst the latter ship, being about $1\frac{1}{2}$ degrees more to the westward, was struggling with an hurricane and tempestuous sea until the morning of the 18th, when the gale moderated. Hence it follows, and it will prove to be so in other instances, that the ship nearest to the meridian of the Islands was the greatest sufferer in the gales. This is an additional instance, if such were wanting, to confirm the opinion which I have long entertained, that the danger of meeting those gales is diminished in proportion to the distance which ships may pass to the eastward of the French Islands. This proves the necessity of keeping without the vortex of those gales and hurricanes which prevail in their vicinity at certain seasons of the year.

It seems to be generally understood, that the four missing ships, like the Bensley, scudded with the south-east gale, and sailing much faster, and being far more able to carry sail, would in course considerably out-run the Bensley; should this really have been the case, they might have met the second hurricane sooner, and had it still more severe than the Bensley, which is understood to have been the case with the Culloden and Nereid, which were still further to the westward. If, therefore, after the interval of the moderate north-east wind and fine weather experienced on the 16th, and the natural solicitude (so near an Enemy's port) which the Captains may have felt to keep sight of the Convoys, they should have been betrayed into the setting of a great deal of canvas, and were suddenly taken aback in the night with their square sails set, the worst consequences might be dreaded; for in that case they would either lose their masts, or getting fresh sternway, the weak and most vulnerable part of the ship would be pressed against the heavy south-east sea: in the first instance, by the want of sturdy active seamen, and good petty officers to clear away the wreck, the ship's hull may have been bulged by the fallen masts; or in the second case, which is by far the most probable of the two, they would fill abast, and their fate would be decided in the same way as that of those ships which perished in a sudden shift of wind returning from the West Indies, after Rodney's victory over De Grasse.

If unhappily, therefore, we are destined to hear no more of our valuable missing ships, I must attribute their loss to stress of weather during the two hurricanes, the last in particular, which the fleet had the misfortune to experience in the manner already detailed. After a strict examination of the Journals, I am proud to say that every precaution, and every exertion that experience and skill could suggest, appear to me to have been exercised by the Commanders and Officers for the preservation of their respective ships; they appear likewise to have been as well manned as the nature of circumstances would admit, and better, I think, than homeward-bound Indiamen generally are during war; the Calcutta, for instance, was confessedly the best manned ship in the fleet; she was thoroughly repaired for her last voyage, and, from a long acquaintance with the talents of Captain Maxwell, I hope I may be permitted, without offence, to say that I do not think the service had to boast of a better Officer. His ship and the Bengal were perhaps too deep, but the Jane Duchs of Gordon, and the Lady Jane Dundas were in no more than a fair sailing trim; it is not to be disguised, however, that these were of a very defective class of ships, over built aloft, and too deep below for their breadth, defects acknowledged by every Builder, and felt by every experienced Commander: the extreme breadth of their floors too is carried so far aft, that they have rudders given them like a west country barge, and when the sea strikes the rudder in a gale of wind, the helm is not only held with difficulty, but the seamen are frequently thrown round the wheel. These are serious evils for which no savings can compensate, because they endanger the ultimate safety of ship and cargo; it is earnestly to be wished, therefore, that they may be corrected in every ship that shall in future be built for the service of the East India Company.

I now beg to draw the attention of the Committee to a comparative statement of the extra ships Sovereign and Huddart, the former having three decks, the latter two, with a deep waist and poop.

Extract from the Journals of the Sovereign, of three decks, and the Huddart of two decks, 14th March.

" First and middle parts a fresh increasing
" trade; the sea rising fast, preparations
" making accordingly; towards noon the
" weather threatening, the gale increasing,
" and sea rising rapidly, getting down top-
" gallant yards, masts," &c.

" First and middle parts a strong trade
" wind with squalls and a rising sea; latter,
" increasing to a heavy gale, &c. &c. At 9
" A. M. the foresail and main topsail flew to
" pieces: at 11 hove to under storm-sails."

" 15th

" 15th March.

" First and middle parts hard gales with heavy rain; latter, wind veering to the north-east and moderate with fine weather. This ship hove to at 4 P. M. and made sail again at daylight, without suffering at all from the gale."

" 15th Log.

" Lying to until 3 P. M. when we shipped an heavy sea, which upset several of the guns and laid the ship over to starboard; threw overboard the starboard guns, and got the ship before the wind, all pumps going; passed several ships lying to, making good weather. At 1 P. M. the ship was brought by the lee, and shipping a heavy sea on the starboard quarter and stern, were immediately laid over on the larboard beam-ends; threw over what lee guns could be gotten at, and made an unsuccessful attempt to wear, the ship lying over in a perilous manner, the water frequently up to the comings of the hatches; but at daylight the gale abated, and we wore ship."

The foregoing comparison has been made for the purpose of shewing the danger of deep waisted ships; the Sovereign weathered the gale with ease, but had it been of much longer continuance, the fate of the Huddart would, in my opinion, have been inevitable. The situation of the Sir William Bensley has already been shewn; the Indus also suffered, threw some of her guns overboard, and cut away some of her anchors; the Harriet laboured, and shipped so much water, that with all her pumps going she had two and half feet water in the well the greatest part of the night; whilst the three decked ships Northumberland, Euphrates, and Sovereign, were making exceedingly good weather of it. The conclusion is clear, that the deep waisted ships, when laden, are but ill calculated to encounter gales of wind.

I now proceed to the Journal of the Earl St. Vincent, which ship, whilst scudding with the south-east gale on the 15th, broke her tiller-rope, and broached to; she afterwards wore, and steered a southerly course; on the 17th she had fresh easterly winds in the first part, and in the middle and latter parts strong gales from north-east to north north-west; the wind shifted to north at 2 A. M., and to the north north-west at 6 A. M. It is worthy of remark, that this ship losing time by her accident, and steering a more southerly course than the Bensley, and consequently not quite so far to the westward, did not meet the second gale until 6 hours after that ship, and then with diminished violence.

The Hugh Inglis, in a hard squall on the 15th, lost her main-top sail clean out of the bolt-rope, and soon afterwards lost sight of the Admiral, who, with two of the missing ships, run under his stern. At 8 P. M. a heavy sea striking the ship on the starboard quarter, she broached round to against the helm; but she soon wore, and was afterwards steered a southerly course with easy sail to prevent a similar accident, and felt little of the second gale, beyond a heavy swell.

Thus an accidental gradation of distances (though small) in the difference of longitude among the ships of the fleet, is an evidence to shew the truth asserted, that the danger of hurricanes off the French Islands, is in proportion to the distances ships may chance to be eastward of the Meridians in which they lie; and it is further worthy remark, that the hurricanes are found to be far more furious at Bourbon than Mauritius, although the former is only 20 or 30 leagues to the westward of the other.

By recent accounts from the Cape, I understand that nothing had been heard of the Harrier, which was with the Nereid frigate, since that ship was dismasted; it was from the Harrier, I think, that we received the last intelligence of the Blenheim and Java, and as far as my recollection reaches, they were said to have been seen by that sloop making signals to each other in a hard gale of wind off the French Islands; if ships so well manned, and so well managed as our men of war are known to be, can with difficulty be preserved from the storm, and the Culloden and Nereid with all their strength and skill were in imminent danger of foundering, what but disasters can possibly be expected from heavy laden merchantmen stripped as they too generally are of almost every useful hand for His Majesty's ships in India; it is really a melancholy reflection, that fleets of such immense value to the Company and the Nation, should be deprived of their strength, and left almost in a defenceless state against the elements and the Enemy. No exertion surely should be wanting to obtain the protection of the Admiralty against a grievance so vexatious, so harassing, and so serious. A professional Member of the Committee has the merit of giving in a Plan for ameliorating this part of the service, and whilst I acknowledge my thanks for his consideration of this important subject, I trust he will at the same time pardon me for observing, that although there are some parts of it which accord with my sentiments, and will meet with my support, yet there are other parts which do not appear to me to be grounded on experience, and are quite impracticable: I should therefore be happy to see the sound parts of that plan grafted on the simple and easy proposition of Admiral Drury, which was transmitted by the Lords of the Admiralty to the Court of Directors in the month of September last; and I am prepared to say, from good information, that that Board is heartily disposed to carry the plan immediately into effect: I trust, therefore, the Court will lose no time in embracing so favourable an opportunity. I know it is the opinion of some of its Members, that the Lords of the Admiralty do not possess the power of enforcing their orders with the Naval Officers

in India; to those Gentlemen, I beg leave to reply that I have seen protections, which His Majesty's Officers have respected, and would not press from, and at any rate, the attempt in my opinion should immediately be made; for without it, the responsibility must fall upon ourselves.

Having already recorded my opinions in the most forcible way I was able, upon the necessary times and seasons of dispatch, I shall forbear to trouble the Committee beyond saying, that it appears to me quite impossible that the Company's shipping and commerce can prosper without a due attention to those important points, both at home and abroad.

Having now concluded my remarks on the journals of the Ships which were under the convoy of the Culloden, I believe it will be expected of me to say something of the gales in which the Lord Nelson, Glory, and Experiment, are supposed to have foundered. I find from the journals of the Phoenix, that the fleet sailed from Madras on the 26th October, (which was out of season) before the monsoons had shifted on the coast, carrying with them variable winds, but chiefly from the westward, down to the Line, which was crossed in $85^{\circ} 42'$ east; the westerly winds continued until the 20th of November, when in the latitude of $9^{\circ} 23'$ south, and longitude $89^{\circ} 32'$ east, the gales commenced, which ended in the melancholy disaster which befel the fleet. On the 21st of November at 10 P.M. it blew extremely hard, with a heavy sea, and the ship lurching deep; lost the main-top-sail in taking it in, and at midnight, the main deck receiving more water at the ports and scuttles than the scuppers would vent. At 4 P.M. on the following day the gale moderated, and soon after died away into light winds, flying all round the compass. At 7 it again became squally, and a ship passed us with the loss of her mizzen-mast and main-topmast: soon afterwards set the storm stay-sails; at $\frac{1}{2}$ past 10 the squalls became extremely severe; at 11 the ship lying over a good deal, and shipping heavy seas; at 1 A.M. pumping and bailing; at 2, five feet water in the hold, and gaining on the pumps; at 3, seven and half feet water in the hold; at 4, the fore-topmast blew away, and the best bower anchor was washed off the gunwale; at 5 A.M. began to gain on the ship, and at noon the water was reduced to five feet; at $\frac{1}{2}$ past noon came on a very heavy gulf, the sea making a fair breach fore and aft, and the water increasing again on the pumps, cut away the main and mizzen-topmasts, and the spare stream anchors; at 3 P.M. a sea completely cleared the quarter-deck, and washed a man overboard; at 6 P.M. the gale was more moderate, and dying gradually away, it became nearly calm at noon; and on the following day, in lat. 13° south, sprang up the regular south-east trade.

These tremendous gales may have been produced by the conflict between the north-west winds and south-east trade, and partake of the shifting of the monsoon; or they may indeed more properly be said to have been a visitation of Providence beyond the reach of human wisdom to foresee, and of a nature too potent to withstand: to this alone do I attribute the loss of the ships which suffered in these gales. It is very remarkable that the Ann, which was only one degree south, and another to the east of the Phoenix, suffered little in the first gale, and felt nothing of the second. I have not had time to examine the remaining journals of this fleet; and indeed I am fully aware that the foregoing detail is already extended to such a length as must become tedious to the Committee; but the subject is of such a nature as to have rendered it almost impossible for me to give soundness to truth, or solidity to opinion without it.

I rejoice that an investigation upon a scale so extended as the present has been instituted by the Committee; the subject is interesting to humanity, and important to the Company and to the Country. I have had no opportunity of consulting the examinations or opinions of the Captains; if, therefore, I should have the misfortune to differ from my professional brethren, either in or out of doors, it will be entirely unpremeditated on my part; and perhaps the individual information and separate opinions of so many experienced seamen, is the measure best calculated to form a mass of evidence upon which to ground the report of the Committee to the Court of Directors.

Thus patiently pursuing this subject, and using our best endeavours to make past misfortunes subservient to present good, will be found to be the best means by which we can reasonably expect to be more prosperous in future.

I have the honour to be, &c.

(Signed) GEORGE MILLETT.

N. B. I beg leave to annex to the Report the following Extracts:

First, from the French.—In the neighbourhood of the islands Mauritius and Bourbon, storms are liable to happen from November to May, which are sometimes very severe; but the dreadful hurricanes which have been frequently experienced in those seas generally happen in December or March, and sometimes in February or April.

At Mauritius, a hurricane or storm is expected annually, in December, and generally in March. They blow with more fury at Bourbon than at Mauritius; and as the distance eastward from these islands is increased, their violence is proportionably abated.

The hurricanes are generally preceded by calms or faint baffling winds and sultry weather, with a sudden fall of the mercury in the barometer. They blow with irresistible fury, and shift suddenly round to different quarters. Abbé Rochon states the velocity of the wind to exceed sometimes 150 feet in a second, or 88 miles per hour. He was at Mauritius during the hurricane in March 1771; but one which happened in February the same year was more severe. In this hurricane, the Mars of 64 guns had her maintop mast broke

broke short off close to the cap, although struck at the time, so great was the force of the wind.

These hurricanes generally happen within a day or two of the full or change of the moon, particularly if the perigee or apogee coincides with those phases. They continue sometimes to blow furiously for eighteen or twenty hours, and some gales of wind have been known to prevail from two to three days. At the commencement of a hurricane the clouds become overcharged with vapour, and their aspect dusky black intermixed with red; torrents of rain frequently issue from them during the strength of the storm; the sea is greatly agitated at such times, and the waves running in contrary directions impinge against each other with great fury. Ships which pass near these Islands, between the months of November and May, more particularly in December and March, ought to be prepared for a storm, for they give very little warning.

The hurricanes have been known to extend sometimes to the tropic or rather beyond it, to $23\frac{1}{2}^{\circ}$ or 24° south latitude. As they blow with greatest violence in the neighbourhood of the Islands, several French vessels have perished at various times when passing between Mauritius and Bourbon, and others that were driven to sea from the latter Island.

Second.—Extract from the *Oriental Navigator*:—"The winds at Diego Rais blow constantly between the east and south-east, sometimes very strong gales, with showers of rain; but more frequently fresh gales, with fair, cloudy, or hazy weather. Sometimes the weather is moderate, clear and fair, and the sea remarkably smooth for several days together; but it is calm very seldom.

"The Island is subject to hurricanes, and in the stormy months, which are January, February, and March, they are sometimes very violent. It has been observed at Mauritius, that when the velocity of the wind in the most impetuous hurricane exceeds 140 feet in a second of time, nothing is able to resist its fury. The sudden and extraordinary variation of the barometer in those latitudes between the tropics, is the only sure indication they have to foresee a hurricane and prepare against it, a few hours before it begins."

Third.—Extract from *Horsburgh's East India Directory*:—"It must also be observed, that there is a kind of northerly monsoon in the vicinity of Mauritius and Bourbon, from November to April, during which period the winds are very variable, often from north-east to north-west, particularly from the latter quarter. From November to May, a gale of wind may happen in these seas. At Bourbon there is generally one or two each season, and in some years a hurricane; although the latter have been known to happen in December at Mauritius, also in January and February, they are more liable to be encountered in March or April, when they blow very severe."

Copy of a Letter from Robert Williams, Esq. dated 5th January 1810, addressed to the Joint Committee of Warehouses and Shipping.

Gentlemen,

In compliance with your wishes that I should form some professional opinion concerning those ships in the Company's service which have far exceeded their expected periods of arrival, and I lament to say, that from the lapse of time which has already taken place, together with the tempestuous weather, proved in evidence, that they had to encounter, there is but little hope, even to the most sanguine and interested mind, to look for any further intelligence that may change the present appearance of those disasters which I am grieved to think have already befallen them; their safety being in my mind barely within the limit of possibility.

In reviewing this history of melancholy and too probable events, I have endeavoured *studiously* to avoid any elaborate discussion on the general principle or causes on which conjecture has already had so considerable an influence in irritating the public mind, as well as wounding the feelings of the friends and relations of those whom misfortune may have subjected to such accumulation of calamity and distress; I therefore confine my observations to the evidence which has appeared under the investigation so properly set on foot, and so loudly called forth for the sake and satisfaction of all concerned; and I beg leave to say, that my opinion must be formed from the collective evidence of professional and experienced Officers, who were themselves involved in the same risk, and whose ships were subject to the same storms.

In order then to examine as accurately as possible, and to report only from such evidence, which I may say has been given in the strongest terms of nautical and experienced knowledge, I have duly arranged in my own mind the causes which were most likely, under all circumstances, to produce the feared effects; and have drawn my conclusion from information which, with great anxiety and care, I have distinctly examined.

The first of these conjectural causes which I proceed to investigate is the want of men, so consequential in the general system of security, without whom it is evident nothing but misfortunes of the most dreadful nature can be attendant on ships when contending against the impetuosity of such winds and waves. Instances, I am sorry to say, are to be found upon your Records where impressing from the Company's ships for His Majesty's Service has been carried to an unwarrantable and dangerous degree; yet I shall view those general and important facts as a subject of future enquiry, and merely state, for the information of the Committee, if from the evidence it appears to form in these particular disasters any part of their consequences.

Regular ships:
 William Pitt.
 Calcutta.
 Lady Jane Dundas.
 Hugh Inglis.
 Jane D' Gordon.
 Earl of St Vincent.
 Bengal.
 Extra Ships:
 Sovereign.
 Sir Wm. Bentley.
 Huddart.
 Harriet.
 Euphrates.
 Euphrates.
 Northumberland.
 Lord Eldon.
 Indus.

The Fleet, consisting of the ships named in the margin, under the command of Sir Edward Pellew, were overtaken by the first gale, in which began their misfortunes, about the latitude of $22^{\circ} 30''$. and longitude 61° . east, being within the limits and influence of those tremendous storms and tempests sometimes met with near the Mauritius and the adjacent Islands, generally between the months of November and May, according to the reports of the most experienced writers and navigators; and it is a fact tolerably well established, that when these gales are succeeded by one from nearly the opposite quarter, they are attended with such peculiar fury that they become irresistible.

It appears in the evidence, that the storm of the 14th March 1809 came on in the usual way, yet giving time for all to be prepared against the worst; and I have to observe, with a considerable degree of pleasure, that at this period the exertions of the whole fleet seem to have been marked with that caution and ability which is ever so conspicuous in the character of British navigators; and it is a fact also to which I beg to draw the attention of the Committee, that the ships were very early prepared to meet every event that could be looked for, and that no material accident by loss of sails or masts appears at all to warrant, on the first view of the supposed case, a want of men.

In following this material conclusion, on further evidence I must observe, that till the moment of separation of the ships from each other, no one signal had been displayed from any ship that could denote a want of men, nor any sort of appearance of distress that evinced any difficulty arising from this supposed want; on the contrary, two of the missing ships, viz. the Calcutta and the Bengal, were considered to rank among the best manned ships of the Fleet.

When the storm had increased to excessive violence, and the weather became so thick that the Admiral could be no longer seen, it was then the necessary duty of each Commander to be his own pilot, and to follow the dictates of his best judgment for the safety of his vessel; at this time we find a difference of nautical opinion, some Commanders having brought their ships too, while others run before the gale; but the difference of this conduct I do not apprehend had altogether a reference to the immediate safety of the vessels in the storm against which they had to contend, but also as to the opinion of what might be the general conduct of the Fleet and its Commanding Officer under the pressure of all the existing circumstances.

It also appears from the evidence of several of the Commanders, that though many of the ships had a considerable number of men impressed from them by His Majesty's Officers in the course of the voyage, yet the complement and quality were in a great measure supplied by Danish prisoners or good Lascars, and therefore the ships, generally, were considered by the Commanders themselves to be in some instances well manned, and in others tolerably so; and it is acknowledged by one Commander in particular, that his ship was considerably better manned than on his former voyages (his crew consisting of 42 Europeans and 27 natives of India); and it also appears from the evidence of another Commander, that he had 65 Europeans and 44 good Lascars: but among all these it is remarkably stated in the latter evidence, that they had only one relief for the helm in such tempestuous weather, and though there appears in this solitary instance to be an extraordinary want of good helmsmen, yet this ship (which had been brought by the lee in scudding before the gale, and certainly was one of the weakest in her crew, by the particular circumstances already described) arrived in safety without any particular or serious accident, while those which were considered among the strongest are yet missing!!!

In this business it is proper to draw the attention of the Committee to the situation of the ships Sovereign and Indus, which I state from the evidence of their Commanders, to be among the worst manned ships of the fleet, and certainly under very peculiar difficulty and danger from the shipping of water, and from other causes, which obliged them to keep their pumps constantly going, and to throw overboard a considerable quantity of cargo; nevertheless their crews were equal to all this labour in addition to their other necessary duty. These ships have also arrived in safety.

The ship Sir William Bentley, which encountered the difficulties of the second storm, as also those of the first, threw overboard 12 of her guns, and she is also arrived.

Considering then the substance of the evidence which is before you, I am clearly and decidedly of opinion, that the want of men, generally speaking, formed no part of the disasters of this fleet. At the same time I have no hesitation in saying (from all the information I can possibly collect on the present mode of impressing men from the Company's ships) that unless some substantial measure can be devised and adjusted between the Admiralty and the Court of Directors, we may regard with a considerable degree of apprehension the safety of our Indian fleets; which will be exposed to very hazardous results, more fatally comprehensive than even those now before you.

I now proceed to investigate from the same evidence the next supposed cause, namely, that of improper lading. On examining the evidence of this second supposed cause, it appears, that the ships of this fleet were considered to be in general deeper laden than usual, but certainly not so heavily laden in any degree as to ascribe their loss to such a circumstance, and although many of them had a larger proportion of saltpetre as cargo than what is usual, yet they landed fifty tons of their iron kintledge, and it may be proper to draw the attention of the Committee to this observation; that the ships having been some time at sea before they were overtaken by those dreadful gales, they had certainly become lighter from the necessary expenditure of water and provisions.—The Calcutta appears by the evidence to have drawn about 23 feet 6 inches on leaving India, and is reported by the same evidence to have been laden considerably by the head; and as the Company's ships in general

general are in the same sort of trim, and the Calcutta was particularly by the head, we may infer therefore that if this ship could have been brought on an even keel, she would not have exceeded in any material or dangerous extent her exact or proper draft of water.

The evidence also states *that* ship to have sailed well; a circumstance which could not have been the case if laden too deeply; she was perfectly tight and well managed, but painted so as to look deeper than any other ships, which may have given cause for any opinion formed only from her appearance.

The Bengal is reported also from evidence to have drawn about 23 feet, which is something lighter, and is represented, in other respects, nearly in the same state of lading.

The Lady Jane Dundas not very deep, her lading much the same as the other two.

But the ship Jane Dutchess of Gordon appears to have been laden in the customary manner with 5,000 bags of saltpetre instead of 7,000, and with her usual quantity of kintledge on board; she is reported by the evidence to have drawn 23 feet forward on her leaving India, a draft of water corresponding with the two former ships, whose lading had been varied from the usual custom (namely, the Bengal and Lady Jane Dundas) but lighter by some inches than the Calcutta, notwithstanding which the Jane Dutchess of Gordon is considered by one Commander to be very deep, and by another only in a fair sailing trim; yet under such difference of opinion it clearly appears that the lading of these ships had not been such as ought to warrant any belief that they had foundered from this immediate cause. And as it appears that in the instances of the ships Sovereign, Sir William Bentley, and Indus, that their Commanders judged proper to throw overboard either some of their guns or part of their cargo, for the purpose of easing their ships, why may we not conclude that the Commanders of the missing ships (who are known to have been men of equal talents, and experienced officers) would have resorted (if necessary) to the same means, (which were within the reach of all) particularly as they presented the only remedy that could possibly occur to the most uninformed persons to save their ships from sinking; from such a cause I am therefore quite of opinion, that the missing ships have *not* been lost through their depth of lading. But the ordered course of the ships appears (in the opinion of the Commanders) to have led them too near the French Islands, under an idea that if they had been 10 degrees further to the eastward in their latitude, they might have escaped the fury of the gales. The Commander of the ship Sir William Bentley is the only one who thinks that by so doing they would not have escaped the storms in this instance. I have myself been several times off these Islands during the stormy months, and never met with them, and that gales of a similar strength (without searching for any philosophical causes) are in this ocean not confined to the situation in which they were met with by this fleet, may be proved by many instances, but in no one more strongly than by the misfortune of that fleet, of which we lament that there are three ships missing.

Having collected from the evidence, that the misfortunes of the missing ships have not originated from any of the preceding causes, I can have but little hesitation in believing they have fatally suffered from stress of weather. I beg to draw at this time the attention of the Committee to these particular and important facts; that the four missing ships Calcutta, Bengal, Jane Dutchess of Gordon, and Lady Jane Dundas, when last seen in company with the fleet, were under the same sails, differing in that particular from every other ship in the fleet, namely close reefed main topails and foreails; it is stated to have been *then* blowing a storm of wind, and if these ships so peculiarly circumstanced had broached too in such a storm, and such a sea, under those *particular sails*, or had been taken in the violence of the N. W. gulf, which in some situations brought on the second gale, my opinion is not only supported by those of several Commanders, but I will risk it in the judgment of all professional men, if the most serious and alarming consequences might not be apprehended; but if by any means they have escaped any particular disasters from *such* a cause, it may be fair to suppose they have like others run into the second gale, which, though differing as to its course and violence, seems in some particular situations to have blown with redoubled fury, and in which the Nereide frigate lost her masts and was nearly foundering. And though there is some difference in the opinion of the Commanders respecting the fate of these ships, two believing that they may have been dismasted and put into Madagascar or the coast of Africa, while another thinks it possible from some misfortune they may have gone to New Holland, yet in my idea the chances of either is formed upon a data so feeble and improbable, that I cannot concur in this opinion with any degree of sanguine or favourable expectation.

If it should be conjectured why the Company's ships have been subjected to such misfortunes beyond any other, as in the present instance the reason to me appears that they navigate those seas in a far greater degree than any other, the Americans excepted, and as these American ships generally sail singly or two together and as a storm of any sort when it does happen can only destroy the number of objects within its influence, and when amounting by comparison to such an inconsiderable number, the chance and extent of accident becomes considerably diminished, and their losses, if any, will from such a circumstance form no very conspicuous account in the catalogue of events; while the Company's ships, sailing in large and extensive fleets are exposed from delays of various sorts to those dangers which in the course of the last twelve months, have fallen in a most unexampled degree on two of their fleets with such extensive and dreadful consequences.

I have the honour to be, Gentlemen,

Your obedient humble Servant,

(Signed)

R. WILLIAMS.

East India House, }
5th January 1810. }

Copy of a Paper entitled "Observations on the Manning of the Company's Regular Ships, with a proposed Plan for the improvement of the same," submitted to the Joint Committee of Warehouses and Shipping;

By Campbell Marjoribanks, Esq.

The present establishment of the crews of the Company's regular ships is 100 for ships of 800 tons, and 130 for ships of 1,200 and 1,400 tons, but the number for the last description of ships has been found insufficient, and according to the increase in the 1,200 ton ships beyond the 800 ton ships, the 1,400 ton ships ought to have carried 150 men; and it is certain that in most cases the Owners have sent on board that number, though the measure has never received the sanction of the Court.

When it is considered that ships when first leaving England have seldom less than 20, and sometimes more than 30 men on their sick lists with venereal complaints and ulcerated legs; and that lesser crews (in the case of meeting with bad weather, which is frequent at the period of the India ships sailing) must subject them to risks and dangers which such valuable property ought not to be liable to, and that in time of war the ships are stripped by His Majesty's Officers in India of many of their most useful hands, some alteration in the mode of manning the Company's ships seems indispensably necessary:—It is certainly to be regretted that the Company's ships, which in every other respect, and particularly in regard to outfit, are the best ships that go to sea, should be the most wretchedly and worse manned of any merchantmen.

The case of sickness above alluded to it is supposed may easily be remedied, by a medical survey being held on board previous to the men being impressed: but experience has fully shewn that this description of men are the best, and frequently the only thorough-bred seamen in the crews of the Company's ships: these are men who have been struggling against those diseases in small vessels where Surgeons are not carried, and it is very probable their principal inducement to take any Indian voyage is to procure medical assistance, for otherwise few real seamen would be found in the service under the present unequal encouragement held out to them as an inducement to engage in it.

The custom of pressing the men out of the ships in India in time of war is an evil of great magnitude, and which has frequently engaged the attention of the Court; but as nothing can be done on this subject without the concurrence of Government, it will not be necessary to offer any observations upon it beyond the propriety of the Company's ships being fully and completely manned upon leaving England, so as to meet every casualty which may arise in the course of the voyage.

It is chiefly on these grounds that it is proposed to divide the crews into classes—each class to receive a different pay; this would be an inducement, it is presumed, for the best of seamen to enter cheerfully.

The distribution of classes it is proposed should be under the following heads: viz.

1st Class.—To include Captain, Officers, Midshipmen, principal petty Officers, their Servants, &c.—total in number - - - - - 33.

2nd Class.—Trademen, which it is of the first consequence to the Owners, should be the best that can be engaged; and as circumstances vary very much with respect to the facility of procuring men of this description, it is not proposed to make any alteration in the present custom adopted by the Owners, of allowing indulgence money (as it is called) to the families of those persons, or to restrain the Owners from making such agreements with them as circumstances may require - - - - - 8.

3rd Class.—Quartermasters - - - - - 8
Gunner's mates - - - - - 2
Boatswain's mates - - - - - 2
Captains of afterguards - - - - - 2 } - - - - - 14.

Formerly the very best men filled these stations, but of late years, this most useful description of persons have almost disappeared. This secession from the service may be traced gradually since the annihilation of the contraband trade, as the indulgence formerly allowed them of bringing a few articles from India or China as a reward for their general good behaviour attached them to the service.

4th Class.—Forecastle men - - - - - 20.

These should be prime seamen at advanced wages. Justice and common honesty demand this arrangement, as all the perfect seaman's duty in an Indiaman is done by these people through the whole voyage, and who from now having no more wages than the idle fellow who imposes upon the ship as a Seaman (to which he has no claim) get disgusted with the service, and out of humour with themselves and Officers.

5th Class.—Seamen - - - - - 40.

This class may be continued at the Seamen's usual pay, and should consist of the common run of men that may be procurable at the time the ships are fitting out.

6th Class.—Ordinary Seamen - - - - - to 35
40.

This class, it is conceived, would be eagerly filled by young men just out of their time in the coal trade, or healthy landsmen, at 30/. per month.

Upon

Upon the foregoing Plan, the following is the scale of Wages proposed for each class; viz.

1st and 2nd Classes at various rates, as at present.

3rd Ditto	-	-	-	-	50/.
4th Ditto	-	-	-	-	42/.
5th Ditto	-	-	-	-	35/.
6th Ditto	-	-	-	-	30/.

N.B.—To complete the above arrangement, the 3d and 4th classes should be protected by Act of Parliament, as the 5th and 6th would supply His Majesty's ships with numbers and quality to answer their purposes; and another Crew made from the native Seamen in India, which, added to the 3d and 4th classes, would not leave the Indiamen in the distressed situation they have formerly experienced.

The following comparative Statement is added, to shew the difference in the expence between the present Plan, and that now proposed for each description of Ships.

Difference of the Expence per month between the present Wages and those proposed by the above Plan, supposing the Peace Wages for Seamen 35s. per month.

Present Wages per month.	Proposed Do.	Nº Tons 800.	Nº Tons 1,200.	Nº Tons 1,400.
1st & 2d Clafs - -	- - - -	(41) no increase.	(41) no increase.	(41) no increase.
3d Clafs - 40s. -	- 50s. -	(10) £. 5. - -	(14) £. 7. - -	(14) £. 7.
4th Clafs - 35s. -	- 42s. -	(14) £. 4. 18s.	(18) £. 6. 6s.	(20) £. 7.
5th Clafs - 35s. -	- 35s. -	(20) no increase.	(30) no increase.	(40) no increase.
		(85) £. 9. 18s.	(103) £. 13. 6.	(115) £. 14.
6th Clafs - 35s.	- 30s. -	(20) £. 5. - -	(32) £. 8. - -	(40) £. 10.
		(105) £. 4. 18s.	(135) £. 5. 6s.	(155) £. 4.

Supposing the voyage of each Ship to be 16 months, the total expence will be;

For Ships of - 800 tons -	£. 78. 8.	or per ton 2s.
1,200 - - - -	84. 16.	- - - - 1. 4d.
1,400 - - - -	56. —.	- - - - 11d.

Chartered at 1,200 tons.

To the Joint Committee of Warehouses and Shipping.

Gentlemen,

I have very attentively considered the Plan that has been submitted by an Honourable Director for the better manning of the Company's ships, and I cannot help thinking that a considerable degree of thanks are due for the attention and assiduity which seem to have marked the exertions of that Honourable Director on a subject which demands so seriously some substantial aid, in endeavouring to secure the ships and property of the Company against capture, or such other melancholy events as have been lately brought before you. With this impression on my mind, I am therefore of opinion, that the plan of the Honourable Director should be laid before the Admiralty, and I hope it will have the desired effect which the Honourable Director anticipates and wishes, though without an Act of Parliament, I am inclined to doubt it; for if the power which is now possessed be not sufficient to protect the three classes of men in which the crews of your ships are now divided, we may naturally believe it will not be able to protect them when divided into six classes, according to the proposed plan, for it is evident that without an Act, it must, like any other plan, be equally subject to the eventual regulation of the Admiralty, and to the controul of the Commanders of His Majesty's Navy.

In laying this plan before the Lords of the Admiralty for their approbation and support, and in order to make it more satisfactory to any professional gentleman of the Committee who may be inclined to oppose it, I submit to the Committee, and more particularly to the Honourable Director himself, if it would not be better to extract only the substance of the plan itself for the approbation of the Admiralty, leaving out the argument on which the Honourable Director has enforced the necessity of it for the information of the Honourable Court, as well as the Committee urging it to the Admiralty only on the substantial plea of real necessity.

It will also naturally occur to the Committee, that the proposed plan cannot be effected at any rate under a considerable length of time, and many circumstances of loss or capture, may in the interval apply to the fleet of the present season, about to be dispatched. In order then to meet this important point, I should propose that a full and particular extract

of the representations made by the different Governments in India, on the subject of seamen being pressed from the Company's shipping, with the distresses arising in consequence, including the delays and losses, as well as a full and particular narrative given by the different Commanders of their incompetency to manage their ships from such causes, be transmitted to the Lords of the Admiralty, amongst which will also appear of course the proceedings of Rear Admiral Drury, and Commanders of the Navy acting in opposition to the sort of plan now proposed by the Admiral himself; and if under all these circumstances their Lordships can be induced to believe they can, with all their high constituted authority, sanction any regulation that will be efficient and effectual to meet the difficulties at the present time, that it be immediately adopted. To which I would also submit a calculate of increased expence, made out by the proper Officer of this House, in the adoption of the plan; and I must also beg the consideration of the Committee, whether the managing owners

EXTRACTS from Journals corresponding with Tracks laid down on a Chart to shew Mauritius, and likewise the computed distance each Ship passed the Meridian

SHIPS NAMES.	Date.	Latitude.	Longitude.	Date.	Longitude.	Latitude.
Frances - - from Madras	28th March 1796	20. 18 S°	71. 6. E.	1st April	58. 12.	24. 26.
Sir S ^a Lushington - - D° -	25th March 1798	20. 32.	66. 52.	30th Mar.	57. 51.	24. 35.
Houghton - - from Bengal	12th Jan. - 1798	21. 13.	84. 11.	26th Jan.	56. 56.	28. 56.
W ^m Pitt - - - - Bengal	4th March 1800	20. 29.	68. 16.	9th Mar.	58. 14.	26. 16.
Phoenix - - - - - Bombay	19th Feb. - 1802	20. 2.	72. 34.	25th Feb.	56. 48.	24. 2.
Manship - - - - - Bengal	26th Jan. - 1803	20. 34.	68. 49.	3d Feb.	57. 7.	27. 40.
Charlton - - - - - Bengal	31st Jan. - 1804	21. 1.	75. 38.	9th Feb.	57. 12.	26. 10.
Sir W ^m Bensley - - Madras	23d April - 1805	20. 24.	68. 24.	27th April	57. 10.	24. 20.
Coutts - - - - - China	12th May - 1806	19. 58.	67. 33.	16th May	56. 25.	24. 29.
Elphinstone - - - - D° -	6th March 1807	20. 8.	73. 40.	13th Mar.	57. 18.	26. 18.
City of London - - Bengal	16th April - 1808	20. 38.	65. 35.	19th April	57. 40.	23. 15.
Sovereign - - - - - D° -	10th March 1809	20. 18.	73. 21.	17th Mar.	56. 31.	25. 30.
Sir W ^m Bensley - - - D° -	11th March 1809	20. 55.	71. 8.	17th Mar.	56. 50.	26. 44.

owners of the respective ships should not be consulted on the occasion as to the expence unless it is to be defrayed solely by the Company.

If therefore the plan offered by the Rear Admiral be in the interim accepted, it will not only afford the Committee the means of proving from experience, if under all the circumstances, the Lords Commissioners really have an effectual power for its unequivocal protection without an Act of Parliament, and if that be the case, it will also allow in the event of not being able to obtain the *Act*, the Plan of the Honourable Directors to be matured, acted upon and supported by the same effectual authority of the Lords Commissioners themselves. With these considerations,

I am, Gentlemen,

your obedient humble Servant,

London, 30th January 1810.

(Signed) ROBERT WILLIAMS.

the Winds and Weather, the Ships named have experienced in passing the Latitude of the of the Mauritius, with their Latitudes and Longitudes at those times.

Distance.	Convoy, or not.	REMARKS of WIND and WEATHER.
Miles.		
236.	No Convoy - -	In lat. 20. 18. long. 71. 6. variable winds and unfetled weather; latterly, wind easterly.—In lat. 24. 26. long. 58. 12. a fresh breeze throughout from the S. E.; mostly clear weather.
245.	Convoy H. M. S. Heroine.	In lat. 20. 32. long. 66. 52. pleasant trade and fair weather.—In lat. 24. 35. long. 57. 51. first part moderate; middle and latter, fresh breezes at S.E. Cloudy weather.
506.	No Convoy - -	In lat. 21. 13. long. 84. 11. fine breezes and fair weather, the wind at N.E.—In lat. 25. 56. long. 56. 56. light winds, variable latterly, increasing to a fine breeze. Cloudy weather; wind N. by E.
346.	No Convoy - -	In lat. 20. 29. long. 68. 16. a light trade throughout, and fair weather.—In lat. 26. 16. long. 58. 14. fresh gales to the S.E. and squally weather.
212.	Convoy H. M. S. Brave.	In lat. 21. 12. long. 69. 40. pleasant trade and fair weather.—In lat. 24. 2. long. 56. 48. fresh trades and cloudy weather.
430.	No Convoy - -	In lat. 20. 34. long. 68. 49. the first and middle parts heavy gales to the S.E. with heavy squalls, labouring much; at noon, moderate and fair.—In lat. 27. 40. long. 57. 7. first and middle parts moderate breezes to the N.E. and fair weather; latterly squally, with heavy rain.
340.	No Convoy - -	In lat. 21. 1. long. 75. 38. fresh trade throughout, and fair weather.—In lat. 26. 10. long. 57. 12. first and middle parts light, variable, and latter moderate breeze and fair weather.
240.	Convoy H. M. S. Trident, Ad' Rainier.	In lat. 20. 24. long. 68. 24. moderate breezes and fair weather to the eastward.—In lat. 24. 20. long. 57. 10. strong trade to the S.E.; mostly cloudy weather.
239.	Convoy H. M. S. Lancafter.	In lat. 21. 15. long. 65. 16. the first and middle parts fresh trade; latterly moderate and fair weather.—In lat. 24. 29. long. 56. 25. fresh trade and cloudy weather.
348.	Convoy H. M. S. Belliqueux.	In lat. 20. 8. long. 73. 40. strong trade, and fair weather.—In lat. 26. 18. long. 57. 18. moderate winds, variable at E.S.E. to E.N.E. with hazy weather, and rain latterly.
165.	Convoy H. M. S. Monmouth.	In lat. 20. 38. long. 65. 30. pleasant breezes to the N.E.—In lat. 23. 15. long. 57. 40. first part, moderate breezes and cloudy, wind easterly; middle, squalls; latter, fresh breezes and fair.
300.	Convoy H. M. S. Culloden.	In lat. 20. 18. long. 73. 21. fresh trade S.E. throughout, with pleasant weather.—In lat. 25. 30. long. 56. 31. moderate breeze at N.E.; cloudy weather, with heavy sea.
374.	D° - D° -	In lat. 20. 55. long. 71. 8. fresh trades throughout, with squalls, and rain at times.—In lat. 26. 44. long. 56. 50. first part a fresh breeze at N.E.; middle and latter, a hard gale to the N.W.

29th December 1809.

Number of SHIPS which have proceeded to India in each Season since the year 1776 ; with the
Number of Ships which have been Lost, Burnt, or Captured, in each Season.

	Number of Ships which proceeded to India.	Burnt or Lost.	Captured.	Total Casualties.
Season - - 1776 - - -	23	1	None.	1
1777 - - -	21	2	1	3
1778 - - -	22	2	None.	2
1779 - - -	25	2	5	7
1780 - - -	21	2	2	4
1781 - - -	29	4	None.	4
1782 - - -	24	1	None.	1
1783 - - -	13	None.	None.	None.
1784 - - -	27	1	None.	1
1785 - - -	43	2	None.	2
1786 - - -	34	1	None.	1
1787 - - -	31	None.	None.	None.
1788 - - -	32	1	None.	1
1789 - - -	31	1	None.	1
1790 - - -	25	None.	None.	None.
1791 - - -	28	1	None.	1
1792 - - -	43	None.	2	2
1793 - - -	46	None.	None.	None.
1794 - - -	34	None.	1	1
1795 - - -	46	2	None.	2
1796 - - -	46	3	1	4
1797 - - -	26	None.	1	1
1798 - - -	40	1	None.	1
1799 - - -	34	2	1	3
1800 - - -	49	None.	None.	None.
1801 - - -	39	None.	1	1
1802 - - -	46	2	2	4
1803 - - -	54	None.	2	2
1804 - - -	51	3	1	4
1805 - - -	49	2	1	3
1806 - - -	46	1	None.	1

29th December 1809.

Number of SHIPS Burnt, Lost, or Captured, in the following Seasons.

	Number of Ships which went out.	Burnt or Lost.	Captured.	Total.
Six Years War - - - from Season 1776 to } Season 1781 inclusive - Old System - - }	141	13	8	21
Six Years War - - - from Season 1792 to } Season 1797 inclusive - Old System - - }	241	7	4	11
Six Years War - - - from Season 1801 to } Season 1806 inclusive - Old & New System }	358	8	7	15

—No. 5.—

AN ACCOUNT of BILLS drawn from India on account of the INDIAN DEBT falling due between 1st March 1810 and 1st March 1811.

Bills Exchange advised from India, falling due between 1st March 1810 and 1st March 1811	£.
	1,736,188
Bills Exchange expected to be further drawn from India, to fall due within the above period	500,000
	£. 2,236,188

East India House, }
8th April 1810. }

(Errors excepted.)

CHA^s CARTWRIGHT,
Acc^t Gen^l.

—No. 6.—

PRIME COST and SALE VALUE of Goods in the Warehouses of The East India Company, on the 1st March 1810, and expected in the course of the present Season; distinguishing INDIA and CHINA.

	Prime Cost.	Sale Value.
INDIA.		
	£.	£.
Piece Goods	1,160,807	1,724,412
Raw Silk	362,640	532,940
Indigo	287,390	421,260
Cotton Wool	134,019	264,943
Pepper	309,580	454,474
Saltpetre	115,370	740,000
Spice	83,605	210,822
Sugar, Drugs, &c.	33,492	52,760
£.	2,486,903	4,401,611
CHINA.		
Teas	3,490,605	7,876,684
Raw Silk	130,749	211,670
Nankeens	25,000	35,000
£.	3,646,354	8,123,354
TOTAL INDIA	2,486,903	4,401,611
CHINA	3,646,354	8,123,354
£.	6,133,257	12,524,965

East India House, }
8th April 1810. }

(Errors excepted.)

CHA^s CARTWRIGHT,
Acc^t Gen^l.

—No.

AN ACCOUNT, exhibiting the Balance of The East India Company's Supplies,

SEASONS OUTWARD: September to September.	Goods and Stores.	Bullion, Invoice Amount.	TOTAL Exports.	SEASONS HOMEWARD: September to September.	Bills of Exchange.
1806-7 - - -	£. 2,445,475	£. - - -	£. 2,445,475	1807-8 - - -	£. 1,858,445
1807-8 - - -	2,133,975	200,922	2,334,897	1808-9 - - -	2,906,468
£.	4,579,450	200,922	4,780,372	£.	4,764,913

Balance against India, brought down	£.	3,822,422
Deduct—Sale of Ships built in India	£.	169,986
Received of Government in England, on account of the Company's claims	£.	1,500,000
Payments made in India on account of England, and Bills Exchange in favour of the Company	£.	223,935
Cost of Imports supplied the Cape of Good Hope	£.	5,014
	£.	1,898,935
Balance against India, carried up	£.	1,923,487

The Balance of Stock at China, in favour of the Company, made up to 2d March 1809,

East India House, }
8th April 1810. }

(Errors excepted)

—No.

V I E W of the Company's Profit on the Company's Indian and China

I N D I A.				
Y E A R S.	TOTAL COST, Customs, Freight, and Charges, including Commercial Charges in India, not added to Invoices.	Sale Amount.	Profit.	Loss.
1807-8 - - -	£. 1,726,412	£. 1,310,215	£. - - -	£. 416,197
1808-9 - - -	1,827,577	1,757,754	- - -	69,823
1809-10 - - -	2,123,990	2,254,164	130,174	- - -
				486,020

Sale Amount, India, 1807-8 - - - - £. 1,310,215
 D^o upon an Average for the years 1808-9 and 1809-10 - 2,005,959

Better, latter period - - - £. 695,744

East India House, }
8th April 1810. }

(Errors excepted)

7.—

between India and China, and England, for the years 1806-7 and 1807-8. (England.)

Loss on Exports.	Total Supplies.	Imports : Imports Amount	Commercial Charges in India not added to Invoices.	Total Imports.	Imports, less.
£. estd 60,000	£. 4,243,920	£. 2,739,053	£. 181,640	£. 2,920,693	£. 1,323,227
estd 60,000	5,181,365	2,502,170	estd 180,000	2,682,170	2,499,195
120,000	9,425,285	5,241,223	361,640.	5,602,863	3,822,422

Balance against India, brought up	£.	1,923,487
Add—Officers on Furlough, to 1st March 1809	324,149	
Passage Military - D°	195,304	
Political Charges, included in Charges General	406,049	
D° - D° - in Accounts of Freight and Demorage	151,331	
Paid Agents in England, produce captured Spices sold at Canton	9,714	
Interest on Sums provisionally adjudicated the Creditors of the Nabob of Arcot	7,138	
	1,093,685	
Balance against India in Two Years 1806-7 and 1807-8 (England) -	£.	3,017,172

is Tales 3,919,819, or at 6s. 8d. the Tale £. 1,306,606.

CHA' CARTWRIGHT,
Acc^t Gen^l.

8.—

Investment; from the year 1807-8 to the year 1809-10 inclusive.

CHINA.			TOTAL.		
Total Cost, Customs, Freight and Charges.	Sale Amount.	Profit.	Total Cost, Customs, Freight, and Charges.	Sale Amount.	Profit.
£. 2,849,940	£. 3,846,756	£. 996,816	£. 4,576,352	£. 5,156,971	£. 580,619
2,925,630	3,988,267	1,062,637	4,753,207	5,746,021	992,814
2,578,374	3,723,116	1,144,742	4,702,364	5,977,280	1,274,916

CHA' CARTWRIGHT,
Acc^t Gen^l.

Dr - - - - - STOCK, per COMPUTATION,

TO Bonds bearing Interest - - - - -	£.	4,900,000
To Bonds not bearing Interest - - - - -		15,417
To Bills of Exchange unpaid, from China - - - - -		362,469
To - - - - Ditto - from India - - - - -		2,241,044
To Customs and Excise on Goods sold, and Customs on Goods unfold - - - - -		753,697
To the Bank, for a Loan on Mortgage of the Annuities that may be sold per Act of 1788 - - - - -		700,000
To - Ditto - for a Loan on Bond - - - - -		100,000
To - Ditto - for Interest on the above Loans, to 8th March - - - - -		10,666
To Freight and Demorage - - - - -		336,200
To Supra Cargoes Commission on all Goods sold, and unfold - - - - -		134,660
To Proprietors of Private Trade on all Goods sold - - - - -		322,000
To Almshouses at Poplar - - - - -		69,544
To what owing for Exports of former Seasons - - - - -		164,090
To - Ditto - to the Warehouse Contingent Fund - - - - -		19,633
To Warrants passed the Court unpaid - - - - -		68,000
To what owing for Teas returned by the Buyers, and refold - - - - -		971
To Interest on Bonds - - - - -		90,902
To Dividends on Stock - - - - -		67,795
To what paid by the Adventurers, being 87 $\frac{1}{2}$ per Cent. on - - - - -	£. 3,200,000 - - £. 2,800,000	
To additional Capital sold to D ^o - - - 155 - - - - -	800,000 - - - 1,240,000	
To - - D ^o - - in 1789 - - - 174 - - - - -	1,000,000 - - - 1,740,000	
To - - D ^o - - in 1793 - - - 200 - - - - -	1,000,000 - - - 2,000,000	
	<u>£. 6,000,000 - - £. 7,780,000</u>	<u>7,780,000</u>
TO BALANCE of Quick Stock against the Company at Bengal, made up to 31st July 1808 - - - - -	Sicca Rupees.	10,39,95,941
ADD Expedition to Egypt, &c. included in the Home Account - - - - -		1,10,60,649
	S ^a R ^s	11,50,56,590
	CR ^s	13,34,65,644
- - the Sum given by Lord Clive, for constituting a Military Fund - - - - -	CR ^s	11,50,720
- - Cargoes dispatched for England, the Invoices of which are dated since the close of the Quick Stock - - - - -		77,12,942
		<u>88,63,662</u>
	Current Rupees	14,23,29,306 a. 2/3. £. 16,012,046
DEDUCT Bills of Exchange drawn since the close of the Quick Stock - - - - -		1,209,174
		<u>14,802,872</u>
By BALANCE of Quick Stock against the Company at Bombay, made up to the 30th April 1809 - - - - -	Bombay R ^s .	1,82,80,102
ADD Cargoes dispatched for England, the Invoices of which are dated since the close of the Quick Stock - - - - -		3,51,280
	Bombay R ^s	1,86,31,382 a. 2/6 £. 2,328,922
DEDUCT Bills of Exchange drawn on England since the close of the Quick Stock - - - - -		223,199
		<u>2,105,723</u>
	£.	<u>35,045,683</u>

East India House,
the 23d March 1810. }

(Errors excepted.)

CHA^s CARTWRIGHT,

Accountant General.

9.—

on the 1st March 1810. - - - - - Cr.

BY what due from Government to the Company	- - - - -	£.	1,207,560
By CASH, its Balance on the 1st March 1810	- - - - -	-	654,167
By the Amount of Goods sold, not paid for	- - - - -	-	580,351
By the Hon ^{ble} Board of Ordnance, for Saltpetre delivered	- - - - -	-	41,250
By the Value of Goods in England unfold	- - - - -	-	6,365,000
By BALANCE of Quick Stock in favour of the Company at Fort St. George, made up to 30th April 1809	- Pagodas 54,33,033 a. 8/.	£. 2,173,213	
ADD Bills of Exchange drawn on England since the close of the Quick Stock	£. 26,343		
Military Stores, not included in the Quick Stock, as per Memorandum of Floating Stock	- - - - - 44,746	71,089	
			2,244,302
By BALANCE of Quick Stock in favour of the Company at Bencoolen, made up to 30th April 1809	- - - - - Spanish Dollars 919,229. a. 5/.		229,807
By Balance of Quick Stock in favour of the Company at Prince of Wales's Island, made up to 30th April 1808	- - - - - Spanish Dollars 762,819. a. 5/.		190,705
By Balance of last Books in favour of the Company at St. Helena, dated 30th September 1808	- - - - -	£. 186,915	
ADD Bills of Exchange drawn on England since the close of the Books	- - - - - 21,689		208,604
By Balance of Quick Stock in favour of the Company at China, made up to 2d March 1809	- - - - - Tales 39,19,819. a. 7. 4. ⁸⁸ /.		1,451,640
By Balance of Quick Stock in favour of the Company at the Cape of Good Hope, made up to 31st August 1809	- - - - - Rix Dollars 84,512. a. 4/ & 20 per Cent. Premium		14,085
By Cargoes from England not arrived in India and China at the dates of the several Quick Stocks	- - - - -		2,530,619
By Exports paid for, exclusive of Bullion, 1809-10	- - - - -		1,196,095
By Impress and War Allowances, paid Owners of Ships not arrived in England	- - - - -		436,679
By the Value of Ships, Sloops, and Vessels, exclusive of those stationed Abroad	- - - - -		79,140
By the Value of the East India House and Warehouses	- - - - -		1,129,000
By what the Company paid for their Dead Stock in India	- - - - -		400,000
By what due from Government for Stores and Supplies to His Majesty's Troops	- - - - -		960,000
By what owing from sundry Persons returned from India, and in India, to be repaid in England	- - - - -		19,372
		£.	19,938,376
BALANCE against	- - - - -	-	15,107,307
		£.	35,045,683

Memorandum:

IN the above Account the Article of Dead Stock is valued at £. 400,000; which includes Buildings and Fortifications, Plate, Household Furniture, Plantations, Farms, Sloops, Vessels, Stores, and other Articles of Dead Stock, according to Lord Godolphin's Award in the year 1702: Whereas the whole of the Sums of Money expended in Buildings and Fortifications, by the latest Advices from the Company's several Settlements, for the Acquisition and Maintenance of their Possessions, and the nearest estimated Value of other Articles of Dead Stock, is as follows:

	Buildings and Fortifications.	Plate, Household Furniture, Plantations, Farms, Sloops, Vessels, Stores, &c.	TOTALS.
	£.	£.	£.
At Bengal	5,494,354	1,496,114	6,990,468
Fort St. George and Subordinates	1,840,682	447,798	2,288,480
Bombay and - D°	1,125,093	352,691	1,477,784
Fort Marlbro' and - D°	243,640	74,544	318,184
St. Helena	43,685	93,912	137,597
Fort Cornwallis	63,478	11,624	75,102
£.	8,810,932	2,476,683	11,287,615

— No. 10. —

Number and Expence of KING'S TROOPS in INDIA, OFFICERS included.

			BENGAL.		MADRAS.		BOMBAY.		TOTAL.	
			Number.	Expence.	Number.	Expence.	Number.	Expence.	Number.	Expence.
			£.	£.	£.	£.	£.	£.	£.	£.
1797	-	-	3,019	126,815	7,948	290,356	1,174	61,524	12,141	478,695
1798	-	-	2,873	164,557	6,121	247,286	1,723	73,268	10,717	485,111
1799	-	-	2,870	172,926	7,875	329,121	3,069	167,634	13,814	669,681
1800	-	-	3,601	197,427	6,442	269,702	3,107	156,393	13,150	623,522
1801	-	-	3,748	220,246	8,248	320,678	1,565	106,463	13,561	647,387
1802	-	-	3,307	178,252	8,800	346,880	2,905	169,593	15,012	694,725
1803	-	-	4,031	214,980	8,737	375,705	3,703	196,600	16,471	787,285
1804	-	-	4,005	223,915	8,145	376,036	2,701	152,522	14,851	752,473
1805	-	-	4,625	253,102	8,063	370,344	2,282	105,323	14,970	728,769
1806	-	-	5,512	280,980	7,829	342,168	3,834	176,954	17,175	800,102
1807	-	-	5,037	305,587	8,586	368,885	3,672	178,969	17,295	853,441

This Calculation is made upon the number in India on 30th April in each year; the Expence according to the Stations at that period, either in Garrison or otherwise.

The Expence of Horses for the Cavalry is not included; it is not practicable to distinguish this from the Charges made for the Native Cavalry.

According to the foregoing Statement, the extra Expence of Troops, beyond the number allowed by Act of Parliament (10,727), is calculated as follows;

The Number in 1798 is nearly the same.

The Expence is	-	-	-	-	-	-	£. 485,000
Excess in 1799	-	-	-	-	£. 184,570		
1800	-	-	-	-	138,411		
1801	-	-	-	-	162,276		
1802	-	-	-	-	209,614		
1803	-	-	-	-	302,174		
1804	-	-	-	-	267,362		
1805	-	-	-	-	243,658		
1806	-	-	-	-	314,091		
1807	-	-	-	-	368,441		
TOTAL							£. 2,191,497

Exclusive of Interest on the Annual Excess of Expence.

East India House, }
8th April 1810. }

(Errors excepted.)

WM WRIGHT,
Auditor of India Accounts.

— No. 11. —

AMOUNT of INDIAN DEBT at several Periods.

1st May 1793	-	-	-	-	-	-	-	£.
1st May 1799	-	-	-	-	-	-	-	7,971,668
1st May 1802, deducting Redeemed by Sinking Funds	-	-	-	-	-	-	-	12,811,863
1st May 1806,	-	D°	-	-	D°	-	-	18,350,873
1st May 1807,	-	D°	-	-	D°	-	-	28,538,804
1st May 1808,	-	D°	-	-	D°	-	-	30,244,341
1st May 1809,	-	D°	-	-	D°	-	-	32,007,819
1st May 1809,	-	D°	-	-	D°	-	-	30,876,788

N. B. Current Rupees at 2 s.

Pagodas at 8 s. and Bombay Rupees at 2 s. 3 d. each.

If the Total of Debts stated in Current Rupees in No. 16, presented Annually to Parliament, were converted into Pounds Sterling at the rate of two Shillings the Current Rupee, the Amount would appear to differ materially from this Account, which arises from the mode of converting Pagodas and Bombay Rupees into Current Rupees, which has been adopted in preparing the Debts as by the Paper, No. 16, Annually presented to Parliament, by which a larger Amount in Current Rupees is produced than by the Rates used in the present Account.

East India House, }
8th April 1810. }

(Errors excepted.)

WM WRIGHT,
Auditor of India Accounts.

— No. 12. —

REVENUES and CHARGES in INDIA, and INTEREST on DEBTS.
from 1793-4 to 1808-9, with the Estimate for 1809-10.

	Total Revenue.	Total Charges.	Interest on Debts	Net Surplus.	Net Deficiency.
	£.	£.	£.	£.	£.
1793-4	8,276,770	6,066,923	526,205	1,683,642	—
1794-5	8,026,193	6,083,507	439,410	1,503,276	—
1795-6	7,886,093	6,474,247	420,403	971,443	—
1796-7	8,016,174	7,081,190	448,290	486,691	—
1797-8	8,059,879	7,411,401	603,507	44,971	—
1798-9	8,652,032	8,417,812	759,326	- - -	525,106
1799-1800	9,736,670	8,998,153	1,070,634	- - -	332,117
1800-1	10,485,057	10,405,500	1,221,108	- - -	1,141,551
1801-2	12,163,590	11,023,453	1,531,482	- - -	391,345
1802-3	13,464,537	11,043,108	1,577,882	843,547	—
1803-4	13,273,044	13,001,083	1,499,154	- - -	1,227,193
1804-5	14,949,397	14,548,435	1,768,440	- - -	1,367,478
1805-6	15,403,411	15,561,330	2,243,612	- - -	2,401,531
1806-7	14,513,975	15,315,411	2,452,545	- - -	3,253,981
1807-8	15,669,902	13,626,116	2,414,127	- - -	370,341
1808-9	15,525,091	13,187,735	2,468,637	- - -	131,281
1809-10 Estimate	15,655,984	13,609,490	2,166,300	- - -	119,806

The Charges are the Amount brought to account in the year, as by Budget Accounts, Nos. 2, 5, and 8.

The Interest includes what was paid on the Sums redeemed by the Sinking Funds if this Interest were included from the Account, the Result in the last three years would be as follows;

1807-8	-	-	-	-	Net Deficiency	-	£. 130,901
1808-9	Net Surplus	-	-	-	-	£. 138,123	
1809-10	-	D°	-	D°	-	-	88,008

East India House, }
8th April 1810. }

(Errors excepted.)

WM WRIGHT,
Auditor of India Accounts.

P A P E R S

RELATING TO

EAST INDIA AFFAIRS.

VIZ.

No. 1.—EXPOSITION of the State of the Company's Finances at Home, and Abroad:—Submitted to the Honourable Committee of The House of Commons, appointed to take into Consideration, the Affairs of the East India Company:—Dated 1st April 1808.

No. 2.—SUPPLEMENT to the Exposition of the
State of the Company's Finances; dated 1st April
1808.

East India House, }
the 22d May 1810. } W. RAMSAY, Sec.

Ordered, by The House of Commons, to be printed.
22d May 1810.



P A P E R S

RELATING TO

EAST INDIA AFFAIRS:

VIZ.

No. 1.—EXPOSITION of the State of the Company's Finances at Home, and Abroad:—Submitted to the Honourable Committee of The House of Commons, appointed to take into Consideration, the Affairs of the East India Company:—Dated 1st April 1808.

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East India House, }
the 22d May 1810. } W. RAMSAY, Sec.

Ordered, by The House of Commons, to be printed.
22d May 1810.

Papers relating to East India affairs viz. No. 1 Exposition of the state
of the Company's finances ... Dated 1. April 1808

[London] 1810

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